

Romaine 1964

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1255

Kup
1905

2 Log

Plk E. Corning New Bedford
1855-1860 Truller Rtd. Capt
Millisocket - Dartmouth
1862-1863 Her Parley Capt

Bark E. Garning Capt. Patch
weighed anchor from New Bedford at
8 a.m. wind from E. N. E. discharged
pilot at 10 a.m. employed in lashing
anchors

Monday August 27 1855
this day begins with calm one steamer
in sight Middle part fine breeze from
N. W. latter squally one ship in sight No obs

Tuesday August 28th 1855
this day begins with strong breeze from N. E.
at 6 p.m. doubled reefed the top sails heading
E. S. E. Starboard tack on board middle and
latter part strong breeze from E. N. E.
No obs

Wednesday August 29th 1855
this day begins with squally weather
Middle and latter part cloudy weather
wind N. E. Lat 37° 50' N

Thursday August 30th
this begins with fine breeze from N. W.
two sails in sight middle and latter part
clear weather strong breeze from W. by S.
one sail in sight employed in fitting
clocks straps Lat 38° 02' N
Long 61° 08' W

Friday August 31st 1855

this day begins with clear weather
strong breeze from W. by S. middle
and latter part strong breeze from N. E. & E.
Lat 38° 2' N
Long 58° 22' W

Bound to Western Islands

Saturday Sept 1st 1855

Clear weather strong breeze from N E
employed in setting up rigged middle and
latter part strong breeze from N E heading
E S E one ship in sight steering N W

Lat $36^{\circ} 55' 0''$

Long $55^{\circ} 32' 0''$

Sunday Sept 2nd 1855

this day begins with strong breeze from N E
squally middle and latter part wind from E
heading S S E two ships in sight Lat $35^{\circ} 56'$

Long 54°

Monday Sept 3rd 1855

this begins with fine weather light airs from
E heading N N E middle and latter
part light breeze from S W at 8 and hoard
for sperm whale in company with Bark
Montgomery of New Bedford Lat $36^{\circ} 50' 0''$

Long $53^{\circ} 31' 0''$

Tuesday Sept 4th 1855

Clear weather wind from S W heading S E
by S 7th employed in chasing a whale in company
with Bark Montgomery middle part
strong breeze from W S W latter the same

Lat $35^{\circ} 58' 0''$

Wednesday Sept 5th 1855

pleasant weather light airs from W S W
this gamed with the Bark Montgomery middle
and latter part fine weather wind W S W
E N E employed in ships duty Lat $36^{\circ} 58' 0''$

Long $53^{\circ} 10' 0''$

Thursday Sept 6th 1855

fine weather wind from W S W hoars E N E

Barth & Corning Botchman

Sunday September 9th 1855
This day begins with strong breeze
from S S W hours & at 9 am a breeze
als three ships exchanged signals with
one of them
Lat 39° 25' N
Long 44° 13' W

Monday Sept 9th 1855
This day begins with fine breeze from
S S W hours & by S all sail out

Thursday Sept 13 1855
this begins with strong breeze from S S W
hours & by S heavy sea running at 7 pm
Saw a sperm whale but it was after sun
Sett
Lat 40° 10' N
Long 36° 48' W

Friday Sept 14 1855
this ^{day} begins with
light airs from N W hours S E by S at
9 pm hoards for Black fish got three one to
each boat

Wednesday September 19th 1855
this day begins with strong breeze from
W laying off and on at the Island of Flores
for recruits

Friday September 21st 1855
This day begins with fine weather & a light
airs from W heading by winds with Starboard to
on board at 4 p.m. hoared for whales struck
to W boat at 6 p.m. took him along side
Lat 38° 20' N
Long 30° 04' W



Bark E. Corning of New Bedford
Sunday September 23rd
this day begins with fine weather light
airs from S at 9 pm boarded for sperm
whales the ship Nantucket in chase in
company. did not get fast Lat $38^{\circ} 02'$
Long $30^{\circ} 04'$

Friday September 28th 1855
this day begins with fine weather wind
from SSW W blows E saw whales
going quick to the windward in company
with Bark Rosco Lat $38^{\circ} 25''$
Long $30^{\circ} 04''$

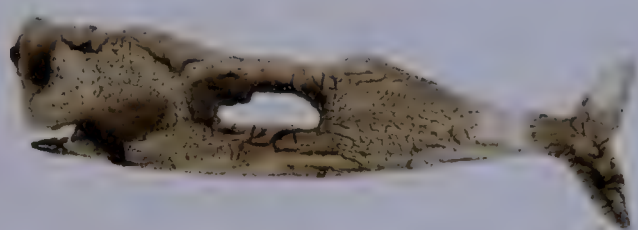
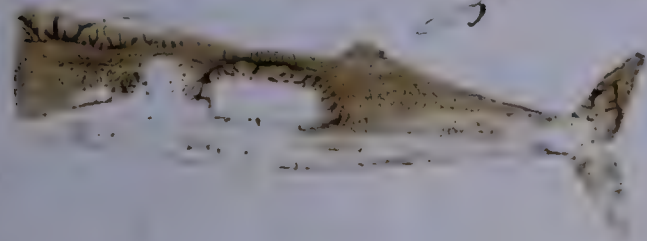
Monday April 21st 1856
fine weather wind S E & heading off
at 9 am saw sperm whales going very
quick to the windward. chased but no
chance for getting them. this is the first
time that we have seen them for 7 months

Sunday May 11th 1856
fine weather at 11 am raised whales spouts
stuck one to S boat and drew chased
them untill dark. Lat $4^{\circ} 50' 8''$
Long $168^{\circ} 38' 11''$

Friday May 16th 1856
fine weather wind E N E at 9 am
boarded for whales. going to the windward
chased them untill dark and then
up Lat $5^{\circ} 00' 8''$
Long $168^{\circ} 41' 11''$

Capt Francis & Rotch Master

Wednesday May 17th 1856
fine weather wind from N. by E
at 9 am. Hoard four whales streak to
S boat. all to Harboard boat and took
them along side and commenced cutting



Lat 4° 50" S
Long 168° 41" W

Thursday June 11th 1856
Cloudy weather wind N heading E by
E at 4 p m saw sperm whales going to
the windward quick Hoard chased them
untill dark



Lat 4° 52" S
Longitude 168° 20"

Friday June 12th 1856
fine weather at 7 am saw whales going
quick to the windward did not hoar for
them

Lat 4° 45" S
Long 168° 51" W

Saturday June 14th 1856
fine weather at 7 am Hoard four whales
got two one to S boat and one to W boat

Lat 4° 51" S
Long 168° 25" W



Back to morning of the

Friday July 3rd 1856

Strong breeze from ENE at 7 am Sailed for whales
going to the windward got none

Lat 5° 00' S
Long 168° 18' W

Sunday July 6th 1856

fine weather gentle breeze from ENE
heading to the N at 7 am saw sperm
whales at 8 am loaded for whales board
three boats in pursuit of them at 9 am
Starboard boat ~~boarded~~ went along
side of a large sperm whale the boatsterior
started one from at the monster which
caused the monster to kick and
nearly filled the boat with water
and Richard Allen the boatsterior
was seen no more. he belonged to
Hobbinny New York age 22 years
their boats.

he also hit the N boat
in tow. picked up the boatsterior
and returned on board with the loss
of one man. Starboard boat Lat 4° 00' S
Long 169° 03' W

South Pacific Ocean

Monday July 8th 1856

fine weather boats in pursuit of
whales very wild got none Lat 4° 00' S

Long 168° 42' W

Sp. New Bedford North Mass

Saturday August 16th 1854
Saw sperm whales though got on to 13
Starboard boat lost by line

Lat 40° 30' N
Long 119° 47' W

Thursday August 21st 1854
Strong breeze saw sperm whales 12 miles
to Starboard boat lost whale and line
went off spouting blood

Saturday September 13th 1854
fine weather saw whales going quick to the
windward

off
Wednesday October 22nd 1854
fine weather Ship Harmon of Hartford
on 30 Ranks & boarded by Capt. Mearns
at 10 am saw sperm whales 12 miles farther
in company with 3 ships got on
half of a whale
Lat 42° 45' N
Long 162° 50' E

Friday November 21st 1854
fine weather at 10 am saw sperm whales
saw 12 miles to off boat got captured & the
boat line got succeeded in getting him
Lat 42° 30' N
Long 164° 33' E

Barth & Corning of New

Sunday December 7th 1856
Strong breeze from E & E ship heading to
the S at 2 p.m. saw sperm whale along
shore whale going quite close to the windward
did not lose the Coals Lat $20^{\circ} 20' S$
Long $161^{\circ} 23' E$

Monday December 24th 1856
Fine weather at 5 p.m. saw sperm whale
whales being near night did not get away
Lat $160^{\circ} 30' W$
Long $35^{\circ} 14' N$

Tuesday December 25th 1856
Fine weather at 5 p.m. saw sperm whale
at midnight shot one in the head
Lat $35^{\circ} 53' S$
Long $160^{\circ} 25' E$

Wednesday December 26th 1856
Fine weather at 2 p.m. saw sperm whale
and caught success Lat $36^{\circ} 00' N$
Long $160^{\circ} 45' E$

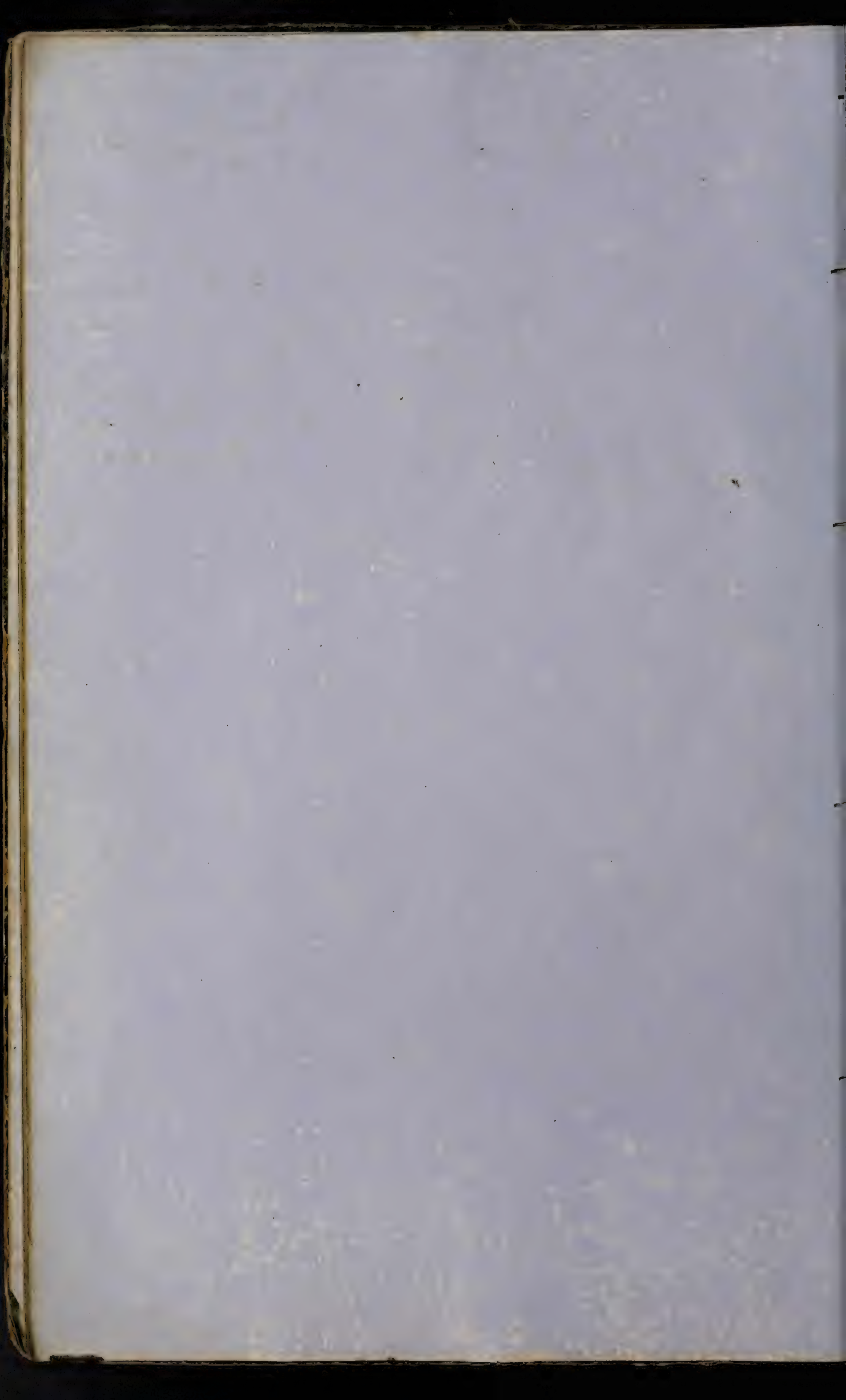
Thursday December 27th 1856
Strong breeze from S at 2 p.m. saw sperm
whale but did not get away with the
hook and line but the whale
swam to the E & E.

July 7th 1859

Lat 00: 46: South. Long 176: 39: E Manuel
Stanger was killed by a whale. he was a native of
the Western Island, age 21 years or thereabouts

May 11th 1865
Sudden death on board bark R. E. Lapping
of New Bedford. Francis C. Ketch
Master.

John Perkins was taken
sick on the evening of the 8th of May with a severe
pain in the bones and head and died at 11 am
on the 11th of May without a struggle or a groan.
A small boat was sent on the same day at 4 pm
Lat. 6° 20' South Long 42° 30' West. Upon follow-
ing he found a watery grave in North Atlantic
ocean age 27 years or thereabouts he belonged to
the M of Main



Rocky Mount of Eastworth 1862

Thursday September 25th 1862
The boat from here arrived from another
and at 11 am sailed from the harbor for
the north

Friday September 26th 1862
Weather continued fine wind light from N at
10 am passed through the bay latter part calm
and at 1 pm came to anchor with light breeze
from N at 1 am weighed anchor and
sailed

Saturday September 27th 1862
fine weather wind light from East 5 pm came
to anchor of port & sound middle wind N E rain
latter part it is in yet and away again and went
to Racine & started and anchored at 10
at 11 took pilot and steamed through the gate

Sunday September 28th 1862
weather cloudy wind N E at 3 pm dropped anchor
in Lake Michigan Channel in 7 fathoms & waited

Monday Sept 29th
weather fine employed in ship duty discharged
at Racine

Tuesday September 30th
weather fine till 10 am at anchor ship at anchor
Channel in 10 fathoms weather employed ship
at 11

Wednesday September October 1st 1862
the weather in the port a heavy rain about
10 am but did not damage the goods of latter part
wind is thick and rain

Thursday September October 2nd 1862
the day continued stormy wind N E and the
day was rainy

Capt. Thomas B. Burr, Master

Friday October 3rd 1862

has been a fine day & till continuous rain
wind S.E. latter part fine wind S.W.

Saturday October 4th 1862

this day commences with fine weather wind S.W.
employed in stowing sails latter part weather
continuous fine employed in rigging in afternoon
this day also four hours ends with strong breeze from
S.W. at 5 p.m. took a steam tug to dock
the ship at Brooklyn

Sunday October 5th

weather fine strong breeze from S.W. this day
four hours ends with fine weather lying at
Brooklyn dock Brooklyn

Monday October 6th 1862

weather continuous fine all sails stowed to
day weather continuous fine wind S.W.

Tuesday October 7th 1862

fine weather wind S.W. this day four hours
ends with very warm weather

Wednesday October 8th 1862

weather still continuous fine employed in
stowing up rigging this day ends with very warm
weather

Thursday October 9th 1862

fine weather employed in setting up rigging
all day

Friday October 10th 1862

this day begins with cloudy weather wind S.E. this day four
hours ends with wind E. strong rain

Book - Millbrook of Dartmouth 1852

Saturday October 11th 1852

This Sunday four hours commenced with a rain and
continued till the Sunday afternoon and night

Sunday October 12th 1852

This day three hours commenced with a rain and
continued till the afternoon and night

Monday October 13th 1852

This Sunday four hours commenced with a rain and
continued till the afternoon and night

Tuesday October 14th 1852

This Sunday four hours commenced with a rain and
continued till the afternoon and night

Wednesday October 15th 1852

This Sunday four hours commenced with a rain and
continued till the afternoon and night

Thursday October 16th 1852

This Sunday four hours commenced with a rain and
continued till the afternoon and night

Friday October 17th 1852

This Sunday four hours commenced with a rain and
continued till the afternoon and night

Saturday October 18th 1852

This Sunday four hours commenced with a rain and
continued till the afternoon and night

Sunday October 19th 1852

This Sunday four hours commenced with a rain and
continued till the afternoon and night

August 18th 1852

Monday October 20th 1852

The day fine from 10 am to 12 noon with fine weather and from 12 noon to 10 pm with fine weather.

Tuesday October 21st 1852

The day fine from 10 am to 12 noon with fine weather and from 12 noon to 10 pm with fine weather.

Wednesday October 22nd 1852

The day fine from 10 am to 12 noon with fine weather and from 12 noon to 10 pm with fine weather.

Thursday October 23rd 1852

The day fine from 10 am to 12 noon with fine weather and from 12 noon to 10 pm with fine weather.

Friday October 24th 1852

The day fine from 10 am to 12 noon with fine weather and from 12 noon to 10 pm with fine weather.

Saturday October 25th 1852

The day fine from 10 am to 12 noon with fine weather and from 12 noon to 10 pm with fine weather.

Sunday October 26th 1852

The day fine from 10 am to 12 noon with fine weather and from 12 noon to 10 pm with fine weather.

Monday October 27th 1852

The day fine from 10 am to 12 noon with fine weather and from 12 noon to 10 pm with fine weather.

Tuesday October 28th 1852

The day fine from 10 am to 12 noon with fine weather and from 12 noon to 10 pm with fine weather.

Book Hilltop of October 1852

Wednesday October 29th 1852
this day fine weather wind W took on board some
freight this afternoon

Thursday October 30th 1852
fine weather wind W freight taken on board

Friday October 31st 1852
weather continues fine took in some dry goods

Saturday October November 1st 1852
fine weather wind W took in 100 lbs of flour
this day ends with fine weather employed in taking
in flour

Sunday November 2nd 1852
weather fine going at River 14 cast river

Monday November 3rd 1852
weather continues fine wind W took in some
fine

Tuesday November 4th 1852
weather fine employed in taking on board butter
and cheese this twenty four hours ends with fine weather

Wednesday November 5th 1852
fine weather employed in taking on board freight
one small cask, weather continues fine employed in taking
in flour brought on board in the morning

Thursday November 6th 1852
weather continues fine employed in taking on
board flour with just some butter and
meat at 10

Capt. Thomas C. Bailey Master 1862

Saturday November 7th 1862

This day fine weather commenced with a light E wind and commenced sailing on board cargo this day and with a fair wind and light E wind arrived at

Sunday November 8th 1862

This day fine weather commenced with a light E wind and commenced sailing on board cargo this day and with a fair wind and light E wind arrived at

Sunday November 9th 1862

This day begins with cloudy weather latter part stormy the twenty four hours ends with snow storm

Monday November 10th 1862

This day begins with fine weather employed in taking in cargo discharged the steward to day and

Tuesday November 11th

fine weather finished loading at 5 p.m. hauled out of our berth latter part employed in rigging night. Feb. 10th at 11 a.m. took steam tug and went to anchor

Wednesday November 12th 1862

This day fine weather wind South employed in getting ship ready for sea we have four passengers on board latter part all ready for sea waiting for a wind

Thursday November 13th 1862

This day cloudy weather latter part weighed anchor 9 a.m. and went to Beaufort North Carolina and with light wind

Barth's Weather and of New Bedford

Friday November 14th 1862

The twenty four hours commences with fine weather at 1 1/2 p.m. discharged pilot minute 4th M. Night. Ships came S.E. & all sail set. weather part calm latter part wind light from S.E. Ship heading W. & W. Lat at 31.32.4 Long at 3 p.m. 73.50.0

Saturday November 15th 1862

weather fine. Sunrise light from S.E. ship by the wind heading W. S.W. in the forenoon we made at 4 p.m. tacked ship heading to the E. with the board of day on board. great Bay, harbour light seen 10 miles distant. Observed light bearing W. 1/2 W. 1/2 N. distant. Middle part calm latter part 1/2 p.m. S.W. wind came S.E. & all sail set at 1.35.2. Lat 31.32.4 Long 74.25.45 p.m.

Sunday November 16th 1862

The twenty four hours commences with cloudy weather. breeze from S.W. & S.E. ships came S.E. & all sail set. Middle part weather back heavy and running. at times moderate breeze S.W. sailing to the West. S.W. wind came S.E. & all sail set at 1.35.2. Lat 31.32.4 Long 74.25.45 p.m.

Monday November 17th 1862

This day begins with a gale of winds from S. Ship under way sail at 8 p.m. ship's two sails filling the ship's hull of water. wind dark. rain. wind S.W. of apples. one man in trying to get at the forecater was forced back by water going below. Middle part gale continues rain to ship heading S.E. with turbulent sea. wind heavy. in latter part more moderate. kept the ship off S.W. & W. wind from S. employed in fanning up. at 3.45.20. Lat 31.32.4 Long 75.46.4 p.m.

Capt. James D. Bailey Master

Thursday November 18th 1862
this day weather change wind E ships leaves 11:30
a.m. wind coming with part 4th of ship
leaves 3 left to the wind in 25 fathoms of water
at daylight left ship off 4th at 11 a.m. into the
harbour the light house at 12 o'clock took pilot

Friday November 19th 1862
wind at E employed in beating up to the bar
at 4 p.m. dropped anchor out side of the bar 5 fathoms
the wind being a head taller part took steam tug and
broke in to Beaufort harbour and anchored in 2 1/2 fathoms
of water

Saturday November 20th 1862
fine weather lying at anchor the twenty four hours
ends with cloudy weather wind SW discharged some
cargo so day

Sunday November 21st 1862
this day begins with cloudy weather wind SW implied
in discharging cargo this day ends with morning
weather strong breeze from SW

Monday November 22nd 1862
the twenty four hours commences with strong breeze
from SW thick and cloudy weather the twenty four
hours ends with fine weather hauled in to the dock at 9 a.m.

Tuesday November 23rd 1862
weather fine wind W discharged deck loads and some
out of store this day ends with fine weather

Wednesday November 24th 1862
fine weather wind N.W. the twenty four hours
ends with fine weather employed in discharging cargo

Book Billington of Dartmouth 1852

Monday November 25th 1852
fine weather employed in discharging cargo
the day ends with fine weather wind South

Tuesday November 26th 1852
weather continues fine employed in discharging
cargo middle part strong breeze from South
latter part wind from N. E.

Wednesday November 27th 1852
weather cloudy, wind to the North employed in
discharging cargo at 9 am dropped off from the dock
to machine employed in discharging cargo in to tiers

Thursday November 28th 1852
weather clear strong breeze from South latter part
continues the same employed in discharging cargo
look on board 82 bbls of Rosin

Friday November 29th 1852
clear weather strong breeze from South employed in
discharging salt; found some liquor in the barrels
belonging to the steward. which he made bad use of in
neglecting his duty he ends this day

Saturday November 30th 1852
weather fine light air from E. Capt goes to market

Sunday December 1st 1852
weather (continues fine) employed in discharging salt
look on board 82 bbls of Rosin

Monday December 2nd 1852
cloudy weather wind N. E. sailing for home

Capt. Thomas J. Bailey Master W. S.
Wednesday December 3rd 1862
weather fine wind S E took on board 55 barrels
of resin latter part S E storm

Thursday December 4th
S E storm still continues at 3 pm came in
contact with a steamer and damaged my flying
jib lower sails & weather fine

Friday December 5th 1862
this day fine weather wind from the North this
afternoon took on board forty two barrels of resin and
twenty barrels of Turpentine latter part S E rain
storm

Saturday December 6th 1862
this day strong breeze from south at 4 pm dropped seconds
latter part employed in taking in cargo Middle part wind
continues strong latter part fine wind N W took up
top sails and moved the ship. employed in taking in
cargo

Sunday December 7th 1862
weather fine wind N W this day strong breeze from south
at 4 pm

Monday December 8th 1862
weather clear and fine wind N W employed in taking
cargo

Tuesday December 9th 1862
weather continues fine wind south employed in taking
and board board latter weather fine wind light from
N W employed in taking in cargo

Wednesday December 10th 1862
fine weather light air from S employed in getting
ship ready for sea latter part light air from
the North at 10 am came in contact with a steamer and
got out and on account of light air and confusion

Book - Journal of the Dartmouth

Friday December 11th 1852
weather fine wind light from south at 11
p.m. discharge pilot middle part light from
front of house at 1/2 to 1/4 mile from ship
bearing E with barometer 30.1 and barometer
30.1

Saturday December 12th 1852
weather fine light air from south at 11
p.m. discharge pilot middle part light from
front of house at 1/2 to 1/4 mile from ship
bearing E with barometer 30.1 and barometer
30.1
Lat at noon 34° 24' N
Long at 3 p.m. 36° 15' W

Sunday December 13th 1852
this day fine weather light air from E
Ship by the wind bearing E at 10 with barometer
30.1 and barometer 30.1 in sight we are now in the
Northern edge of the Gulf Stream middle part light
from front of house at 1/2 to 1/4 mile from ship
bearing E with barometer 30.1 and barometer
30.1
Lat 35° 14' N
Long at 3 p.m. 35° 12' W

Monday December 14th 1852
weather continues fine calm at 3 p.m. Kallmar
light bearing E at 11 miles distant
several vessels in sight middle part light
from front of house at 1/2 to 1/4 mile from ship
bearing E with barometer 30.1 and barometer
30.1
Lat 35° 23' N
Long at 3 p.m. 35° 12' W

Tuesday December 15th 1852
weather fine wind light from south ship's house
at 1/2 to 1/4 mile distant in sight middle part light
from front of house at 1/2 to 1/4 mile from ship
bearing E with barometer 30.1 and barometer
30.1
Lat 35° 22' N
Long at 3 p.m. 35° 12' W

Wednesday December 16th 1852
this day good breeze from south house at 1/2 to 1/4 mile
middle part light from front of house at 1/2 to 1/4 mile
bearing E with barometer 30.1 and barometer
30.1
Lat 35° 22' N
Long at 3 p.m. 35° 12' W

Capt. Thomas A. Baly Commanding Officer

Wednesday, December 17th 1862
This day begins with a gale of wind from the West
morning blow very high. Sails down at 11 A.M. 3 A.M. sail
down. Light breeze in the night. Latter wind and
weather continues the same. Sails put back. Pilot off
the Hook lands at 8 A.M. wind W & W employed in
loading up to New York

Thursday, December 18th 1862
This day, heavy snow commences with stormy breeze
from W & W at 4 P.M. dropped anchor in
East river. New York & latter part took steam tug,
and went to the Atlantic dock

Friday, December 19th 1862
weather fine employed in discharging cargo
weather fine employed in discharging cargo

Saturday, December 20th 1862
weather clear and cold wind N.E. finished discharging
cargo

Sunday, December 21st 1862
weather continues fine and cold so ends this day.

Monday, December 22nd 1862
this day cloudy, weather winds to the South

Tuesday, December 23rd 1862
weather cloudy employed in ship duty to south

Wednesday, December 24 1862
weather fine wind from W. latter part left Atlantic to the
west went to the 4th East river

Thursday, December 25th
weather continues fine waiting to get a berth
to land

1853
Barth Millmanet of New Bedford

Friday December 2nd

weather fine wind to the south at 11 p.m.
left six 45 and proceeded to four 12 barrels

Saturday December 3rd 1852

weather fine but not yet a little fine weather

Sunday December 4th 1852

weather fine wind N' bying at five 12

Monday December 5th 1852

weather fine wind continues to the south
fine weather continues fine at 9 a.m. got a little
with commencing taking in wood

Tuesday December 6th 1852

fine weather employed in taking on board some
collars this day ends with fine weather

Wednesday December 7th 1852

employed in taking on board long subjects one
and fine weather taking in wood commencing
taking on deck back wind at 10 a.m. storm

Thursday January 1st 1853

this day commences with a S.E. storm
employed in taking on deck loads the masts
and subjects went off from the ship at 2 p.m. still
see him again for the afternoon

Friday December 8th 1853

weather fine wind N' bying for a chance to
beat out

Saturday January 3rd 1853

fine weather this afternoon left the deck with four
finished taking on deck loads

Sunday December 4th 1853

weather continues fine discharging 20000 tons and
subject another employed in discharging 10000 tons
ends this day

Capt. Thomas S. Bailey Commandant

Monday December 5th 1853

weather cloudy winds E. has not been to church
to stay better wind from S. by night in getting
up early for sea got the crew on board

Tuesday December 6th 1853

fine weather employed in getting up rigging
at 4 p.m. took steam tug and went to anchor
on the steam off. getting wind to weather this day ends
with calm thick weather

Wednesday January 7th 1853

calm thick weather latter part strong breeze
from S. at 11th going at anchor in harbor
with sails Thursday January 8th 1853

strong S. wind latter part light air from
S. at 11th at anchor

Friday January 9th 1853

weather cloudy winds to the south dropped at anchor
at Matter Island at 3 p.m. 6 fathoms of water
latter part wind E. at 11 am weighed anchor

Saturday January 10th

cloudy weather wind hauled to the SE was
obliged to run back to Matter Island and
drop anchor at 2 p.m. latter part thick easterly
weather

Sunday January 11th 1853

wind strong from SE thick and rainy weather
hauled part wind hauled to the west strong breeze
latter part weather clear wind west at 9 am weighed
anchor for Philadelphia at 11 am discharged
shot steering to the south along with the beach

Boat Millmanet of Portsmouth 1853

Monday January 12th 1853

This day begins with a great heavy fog from West all
sail set at 5¹/₂ Pm passed Baringat light house
ship by the wind blowing S.W. by S all sail set west
light about a force knot heavy. Huddled strong heavy
S.W. blowing S.W. at 11 o'clock became light sailing
4¹/₂ miles distant shortened sail and kept by the
wind at 4 am saw Cape May light now ship
sailing to the S and E at day light now ship
made sail stood in for Cape May light close
hauled by the wind. at 11 am took pilot two miles
from Cape Henlopen at 1 p.m. anchored at the
Delaware Breakwater near Calver

Tuesday January 13th 1853

weather fine waiting for a wind to get up
the fog latter part wind continues a heat

Wednesday January 14th 1853

this twenty four hours commences with S.E.
wind still waiting for a chance to get up the
fog several vessels in company latter part wind
from S at 3 am weighed anchor from the
breakwater and started up the bay

Thursday January 15th 1853

weather fine wind from South at 6 p.m.
anchored at Fort Delaware latter part strong
breeze from S hauled in at the Warf

Friday January 16th 1853

this day strong breeze from South commenced
discharging deck loads latter part rainy weather
latter part wind S.W. thick and rainy weather
at 11 thick commenced discharging deck loads

Book of the Receipt of the Port of Philadelphia 1863

Saturday January 17th 1863

This day strong wind from N^W at 1 p.m.
made sail for Chester arrived at 5 p.m. and
brought to anchor. Latter part of the day fine
weather with a light N^W two men discharged.

Sunday January 18th 1863

weather clear and cold wind N^W commenced
discharging ballast. This day ends with clear cold
weather.

Monday January 19th 1863

weather clear wind N^W latter part furnished
discharging ballast considerable ice in the river.

Tuesday January 20th 1863

fine weather we are now waiting for a chance
to get up to Philadelphia. This day ends with
strong easterly wind river full of ice.

Wednesday January 21st 1863

The twenty four hours commences with strong
easterly wind Capt. goes up to city. Latter part
a S^W E rain storm. This day ends with N^E
wind.

Thursday January 22nd 1863

Cloudy weather wind N^E at 4 p.m. took steam
and left Chester for Philadelphia arrived 9 p.m.
in evening this day ends with fine weather.

Friday January 23rd 1863

weather fine employed in discharging ballast.

Saturday January 24th 1863

weather continued fine wind N^W furnished
discharging ballast. weather continued fine employed
in city's duty.

Barth's - Merchant of Richmond

Thursday January 25th 1863
Cloudy weather wind N.W. this day ends with fine weather

Monday January 26th 1863
weather continues fine wind N.W. this twenty
four hours ends with thick weather

Tuesday January 27th 1863
this twenty four hours thick and rainy weather

Wednesday January 28th 1863
weather cloudy squalls of rain wind N.W.
this day ends with a easterly snow storm strong
wind Thursday January 29th 1863
this day commences with a N.E. gale of wind
hail and snow squalls so ends

Friday
Thursday January 30th 1863
cloudy weather strong breeze from N.W. latter
fine

Saturday
Friday January 31st 1863
cloudy weather wind N.W. latter part left
the Ballast Wharf and went as far as arch street
and dropped anchor in the stream

Sunday
Saturday January 1st 1863
weather cloudy wind N.W. frequented with
snow squalls lying at port Richmond ready for
taking in cargo this twenty four hours ends with fine weather

Monday January 2nd 1863
fine weather light air from E ends with fine weather

Tuesday February 3rd
weather cloudy latter part hauled in at the wharf
for loading

Bark Millinorpe of Dartmouth 1863

Wednesday February 4th 1863

This day begins with squally weather some snow
loads the bark with coal this afternoon two hundred
tons latters part ship already for sea wind N W

Thursday February 5th 1863

the twenty four hours commences with clear cold
weather wind N W at 3 p m the crew came
on board. at 4 p m took pilot and steam tug
and started down the river at 7 p m the
pilot ran the ship on shore. a clear moon light
evening as ever shore at 10 p m ship floated started
again in tow of the steam tug Middle part
went to the N E strong ice making fast ran through
fields of ice at 4 a m. ran the ship in behind the
ice-berg at ready Island got in contact with one
of the ice piers and barge away Larboard Cat head
dropped anchor and lay until day light. the pilot
deeming it not safe to go any ^{further} down the river
weighed anchor and put back to Delaware City In
tow of steam tug. ran the ship in to the docks
as far as we could get here in the mud 10 feet of
water at low tide. got hawsers out to the docks.
no water to be seen the ship leaks 200 strokes in twenty
four hours caused by the pilot running the ship
on shore

Friday February 6th 1863

This day wind to the S E some rain employed
In clearing up the ships decks a very disagreeable
times and hard times middle part a gale of wind
from the South latters part more moderate the ice much
broken sent a telegraph dispatch to Philadelphia for
a pilot at 10 am dropped the ship in to the stream to
and anchor in order to keep the crew on board

Book - Hellinwood of Portsmouth 1853

Saturday February 7th 1863

weather Cloudy wind S.W. light middle part strong breeze from the N.W. waiting for pilot latter part wind S.W. sent another message by telegraph for pilot

Sunday February 8th 1863

weather Cloudy wind S.W. latter part calm got a pilot this morning considerable ice running in between rigging spars on the outside of the ship to prevent the ice from cutting the ship

Monday February 9th 1863

weather fine. Calm pilot on board all ready for a start as soon as the wind breezes up Middle part at 4 p.m. left Delaware City got down as far as ready Islands and came to anchor for the night latter part wind light from S.W. weighed anchor and got down as far as Sandy Hook and came to anchor

Tuesday February 10th 1863

weather fine light breeze from S.W. lying at anchor at Sandy Hook latter part weighed anchor from Sandy Hook at 6 am wind S.W. at 12 am discharged pilot at Cape Henlopen

Wednesday February 11th 1863

good breeze from S.W. leaves S.W. by 11 am to New Orleans Middle part strong breeze from the North ship heaving one hundred strokes per hour. Steaming South latter part cloudy wind S.W. ship's head remains the same latter part wind from S.W. took

Thursday February 12th 1863

this day begins with thick rain weather wind S.W. ship leaves South at 6 pm Calm at 7 wind from W. ship's head in sight Middle part wind W. leaves South latter part ship comes within sight of Cape Henlopen at 8 pm

Capt. Thomas S. Bailey Master 1853

Friday February 13th 1853

weather equally much S.W. Ship by the wind heading
S.W. with the starboard top on board ship under
double reef top sails middle part a gale of wind
from S.W. to S.W. equally ship under these reefs
under top sail & under top mast staysail latter
part gale moderates some wind at lying to with
starboard top on board at 11 am kept the ship
off of the W.

Lat by Obs. at noon 34° 20' N
Long by Chron at 3 pm 73° 46' W

Saturday February 14th 1853

Strong breeze from at ship's course & by W. heavy sea
running. Weather Middle part fine breeze from
S.W. to S.W. latter part weather continues fine
wind the same

Lat. at noon 32° 02' N
Long at 3 pm 74° 31' W

Sunday February 15th 1853

weather cloudy winds E & N.E. Ship's course S.W.
all sail at Middle and latter winds from E ship
by the wind with starboard top on board heading South

Lat 29° 31' N
Long at 3 pm 75° 15' W

Monday February 16th 1853

This twenty four hours commences with light air
from E ship by the wind with starboard top on
board heading to the South with all sail set on
ship in sight steering to the South Middle part
weather fine light air from E ship by the wind heading
S.W. to S.W. latter part continues the same Lat at 4 pm 28° 07' N

Long at 4 pm 76° 00' W

Tuesday February 17th 1853

weather fine light air from E & N.E. ship by the winds
with starboard top on board heading S.W. at 6 pm
under ship heading S.W. with starboard top on
board this twenty four hours ends with the same ship
heading S.W. Lat 28° 07' N Long 76° 46' W at 4 pm

Book of the History of the Church 105

244
Hutchinson, John B. 1843

weather since wind light from S.W. & E. ships
 by the wind heading E. & S. with the Harbour
 in view. The first ship to the wind heading
 to the E. & S. called first heading to the W. employed
 and rigging in fullness

Thursday February 19th 1873

weather Cloudy, wind S. E. Ship by the wind
heading to the S. W. & W. in p.m. in rigging
at 4 p.m. Made the port ship by the wind
heading to East. Latter part fine weather Ship
by the wind heading to the West. Lat 24. 55.

Friday February 20th 1853

the lower part light from S.W. ship by
the wind leading W. with barometer low
and much mistle and latter part light air
from S.W. ship by the wind leading to the
South East. Lat. 25 53.

Long 78.44" 77

Saturday February 2nd 1863

fine weather light air from S.W. ship by
the wind heading S.E. with starboard way
and boats in middle part calm latter part light
air from south

Exp. 13. 42. 44.

Thursday 11th August 1895

weather fine wind light from the south middle part
of a long from the lower S. E. & latter part rain
from the south generally from N. E. but 20. 22. 1
Long 76. 22. 11

Long 7022 H

Capt. Thomas H. Bailey Master
February 23rd 1853
weather cloudy wind from the south ship
by the wind heading to the south with barometer
low on board. all sail set at sea. set shortens
sail middle part light air from south ship
heading to Eastward. latter part wind light
from W^W heading S by E. one sail in sight
Lat 23: 12 N
Long 10: 42 W

Wednesday February 24th 1853
weather fine and calm at 8 p.m. wind
S by E at 11 p.m. saw Abaco Light. Course W by S
latter part wind and weather continues the same
they sail in sight. Course W by S at 12 noon passed
the Turners Keys

Thursday February 25th 1853
weather cloudy wind E steering the same ship in
sight. steering the same course. air bar about 5
knots breeze from E middle part wind light
from E Course W by S. latter part the same
at 9 am passed the Bac hauled the ship to
the south. two sail in sight

Friday February 26th 1853
weather fine wind E ship by the wind heading
to the south at 3 p.m. passed the light on the
Bermuda Isles two barkes in sight middle part
strong breeze from E ship by the wind heading
to the south latter part wind and weather continues
the same at 7 am kept the ship off S W all sail
set. split fore top gallant sail several sail in
sight steering different courses Lat 24: 09

Bank's Recollections of Dartmouth

Friday, February 27th 1863

Strong breeze from E. corner S.W. at 1 p.m.
~~near the light~~ by ~~at~~ into the light at 5 p.m.
 kept the ship off W. by S. found a leak
 forward supposed to be under one of the head
 lower middle part into continuous the same
 weather also. Latter part more moderate breeze
 light

Lat 23: 58: 40

Long 83: 46: 40

Saturday, February 28th 1863

This day fine weather from E & S E breeze
 at 3 p.m. breeze S.W. by N. Simplified
 and repairing of the gallant sail at 4 p.m.
 saw Tortugas Light Barring N.W. by W. 40 miles
 distant middle & latter part fine weather wind
 E breeze N.W. by N wind light Lat 25: 36: 40

Long 83: 42: 40

Sunday, March 1st 1863

weather fine wind light from S.E. breeze N.W. by S
 all sail set middle part light winds
 from S.E. breeze N.W. by W latter part squally
 puffing winds two sails in sight Lat 25: 45: 40

Monday, March 2nd 1863

This day cloudy weather, squally with squalls
 from the government steamer gunnasea
 anchored at 2 p.m. came to anchor
 this twenty four hours ends with fine weather
 wind from N light

Lat 27: 40: 40

Long 83: 22: 40

Tuesday, March 3rd 1863

weather fine squally light from the North W. by
 E the wind to be strong N.W. by W middle part fine
 wind light from N.W. by N by heading W
 latter part continuous the same Lat 27: 27: 40

Long 83: 25: 40

Bartholomew's Register of Dartmouth 1863

Tuesday March 4th 1863

fine weather wind from N by E ship heading
N by W with Harbourside late in hands middle
part strong breeze from N by E ship heading
N by W latter wind the same sharp sea running
at 7 am barges away main top sail yards
in the slings Lat 28:01: N
Long 86:28: W

Thursday March 5th 1863

wind from N by E ship by the wind heading
N by W employed in making a new main
top sail yards middle part wind from N by E
ship heading N by W at 11 p.m. were ship heading
to the south and East latter part wind N by E
heading to the North at 12 am took pilot
25 from the South West pass

Friday March 6th 1863

wind from E steering for the South West
pass the vessel at 6 p.m. dropped anchor at
out side of the bar pilot still in hands
latter part wind SE got over the bar and kept
on up the river

Saturday March 7th 1863

weather fine light air from E trying to get
up river at 5 p.m. obliged to cut the stern
the current setting main top sail yards
middle part trying at anchor latter got under way
wind N by W trying to get up river

Sunday March 8th 1863

wind N by W trying up river against a 5 knot
current at 5 p.m. dropped anchor 3 miles below
bar latter middle part latter part wind
about for going up the river trying at anchor

Capt. Thomas S. Bailey Mast

Monday March 9th 1853

The day fine weather during day from
the South lying at anchor at Fort Jackson
this day ends with fine weather still lying at anchor
waiting for a wind

Tuesday March 10th 1853

weather fine at 5 p.m. weighed anchor and
proceeded up river as far as the quarantined grounds
at 2 a.m. dropped anchor at 8 a.m. weighed
anchor again with a strong S.E. wind

Wednesday March 11th 1853

Strong S.E. wind steering up the river for
New Orleans. we have a fine knot current
to contend with in the open passage
latter part a strong North wind lying at
anchor wind a head

Thursday March 12th 1853

fine weather continues the same
latter part wind S.E. weighed anchor
and proceeded up river at 12 a.m. layed at
anchor

Friday March 13th 1853

weather fine a calm lying at anchor 25
miles below New Orleans still lying at anchor

Saturday March 14th 1853

weather fine lying at anchor waiting
for a wind to get up river latter part weighed
anchor and steered up the river wind S.W.

Sunday March 15th 1853

weather fine wind S.W. steering up the river
at 7 p.m. dropped anchor 5 miles below
New Orleans this day ends with light wind
from South lying to get up river we find
a very strong current to day

Book of the Hulls of the Ship
March 13th 1853
weather fine wind light from South
got up within 2 miles of the wharves
and the part equally well. Latter part
calm kept you up to the city employed in
loading down the rigging.

Tuesday March 14th 1853
weather fine Capt on shore employed in
loading down at 5 p.m. Capt came on board
latter part calm. at 7 a tow boat came to us
up to city. But we could not get the anchor it
being fast to something on the bottom the tug
left us after staving in some of our bulwarks
we have all we could get on the chain and gave
it up. at 10 am we found the ship drifted
down stream hove the anchor up and found
one half of the stock gone. let the other anchor
drag and set the collars again for a tug to
tow us up.

Wednesday March 15th 1853
weather fine light air from South at 4 p.m.
the tug came and took the ship to wharf. latter
part commenced discharging cargo.

Thursday March 19th 1853
weather fine wind light from the South
employed in discharging cargo other twenty
four hours and with fine weather employed
discharging ship.

Friday March 20th 1853
weather fine employed in discharging ship
finished at 5 p.m. weather continues the same
employed in getting ship ready for painting.

1863

Capt. Thomas & Bailey commenced
Saturday March 21st 1863
weather fine employed in ship hull
latter employed in painting ship

Sunday March 22nd 1863
weather raining the day went with fine weather

Monday March 23rd 1863
part part of the day fine latter part
raining went with

Tuesday March 24th 1863
weather storming much rain the day
commenced with strong North winds at 2 p.m.
had a squall. Took aboard and hauled up the piles by hand
to the bottom.

Wednesday March 25th 1863
Strong North wind took anchors ahead
latter part fine all sail suits loose.

Thursday March 26th 1863
weather fine light winds from South
employed in painting ship the twenty
four hours ends with fine weather

Friday March 27th 1863
weather fine light air from South employed
in painting ship employed in sending
up top sail yards. at 10 am have shot forward
our anchors fast so ends the trying to get the anchors

Saturday March 28th 1863
Cloudy weather wind from South at 3 p.m.
chain parted to small anchor lost small
anchor and 45 fathoms of chain latter part
Capt. went on shore to purchase an anchor

Bar R' William Pitt of Chesham St.

Sunday March 24th 1863
rather fine wind from South East
we could not get away for the
city for now clouds and the wind
just strong weather

Monday March 30th 1853
 weather cloudy wind from South west
 East. Little and latter part wind from
 the North East and those

Tuesday March 31st 1855
 another fine at 1 p.m. the steam machine
 along side we got very anchorage. But had
 some clanking don't broke horse pipe
 one of the engines away the other went fine.
 As in order to have the twenty four hours
 ends with fine weather employed in hauling
 ship off.

Off
 Wednesday March 1st
 weather fine employed 2nd setting up rigging
 latter part weather continues fine

Thursday March 2nd 1883
weather continues fine employed in
ship duty this morn'g four hours and with
a S.W. wind employed in getting ship

Friday March 3rd 1863
weather fine wind S.W. latter part mist
from 10 to 12 this day ends with fine weather

The following quantity of 1853
and the contents of the same are as follows:

Monday, April 5th 1853
This trail from Lewis River crossed along
with the river

Beck's Whaling Station

Monday April 5th 1863
fine weather and to the latter
this day ends with fine weather and
in ship's duty


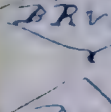


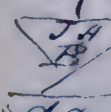


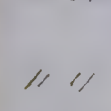
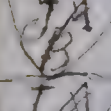

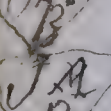
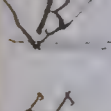
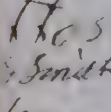
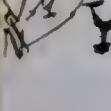

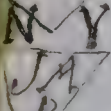
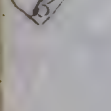
Tuesday April 7th 1863
weather fine we are now waiting for a freight
they appear to be dull enough. nothing remarkable
takes place the remainder part of this day

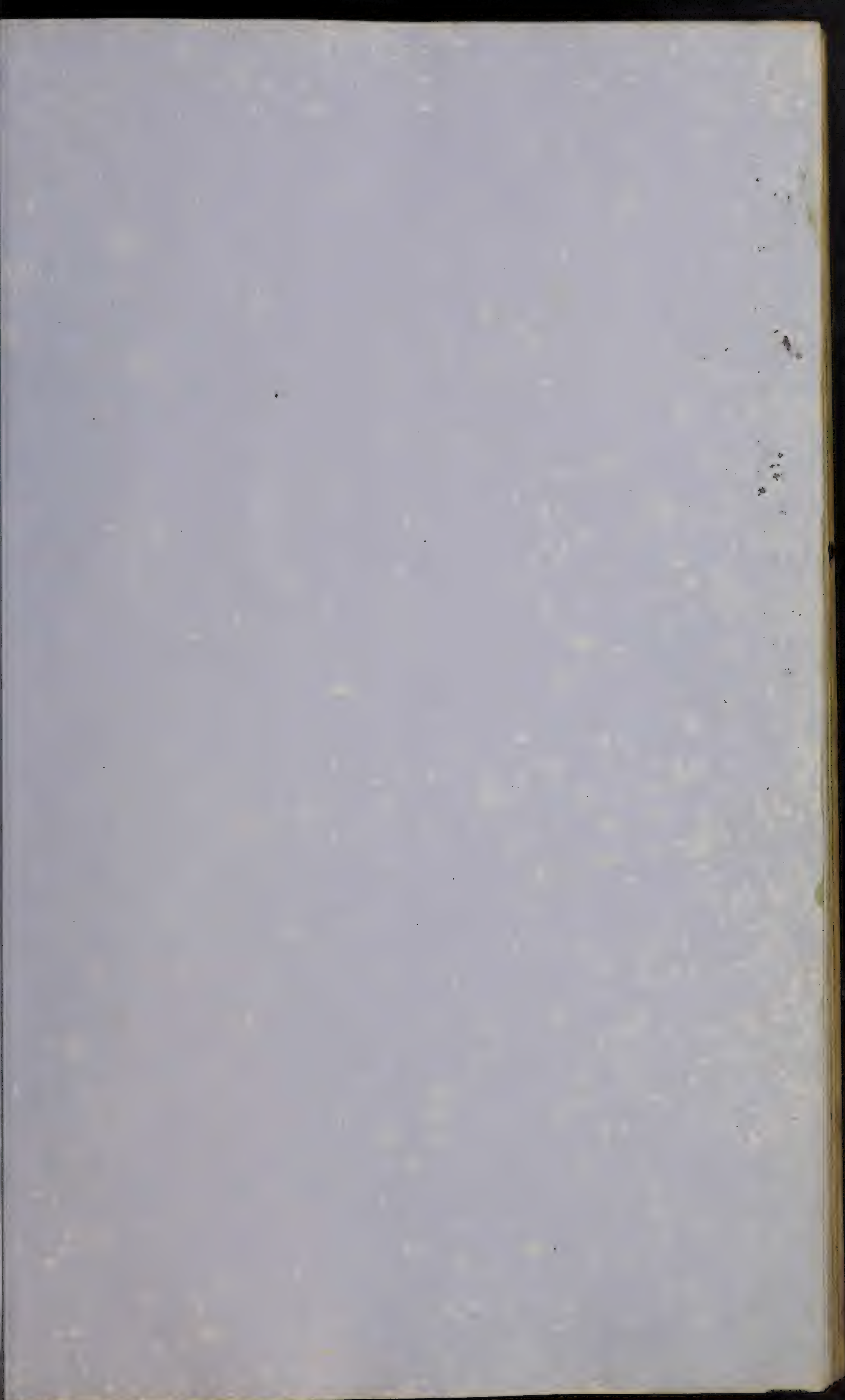
Wednesday April 8th 1863
weather continues fine nothing done throughout
the day so ends

Thursday April 9th 1863
weather fine waiting for a freight this
evening four hours ends with fine weather at 10
a.m. a party came on board and examined
the ship. & bought her

Friday April 10th 1863
weather fine wind S.W. this afternoon discharge
the crew & guide them off

Notes No. 1 Cargo on Board Ship "Springfield"

	20	Cases Chains
	200	" Turpentine
	116	Rebs Rosin
	27	" "
	7	Cases Handles
	10	" Shovels
	16	" Scales
	3	" Handles
"	40	" Bundles Laths
"	120	" Bundles Laths
"	40	" Bundles Laths
	5	Boxes Picks
	3	Boxes " Axes
	7	Boxes " Axes
	6	Boxes " Hatchets
	527	Cases Hostetters Killers
	1500	Cases oil
	120	Bundles Laths
	1000	Cases ... oil
	500	Cases ... oil



Cargo on Board Ship Springfield

Re B 10 contents

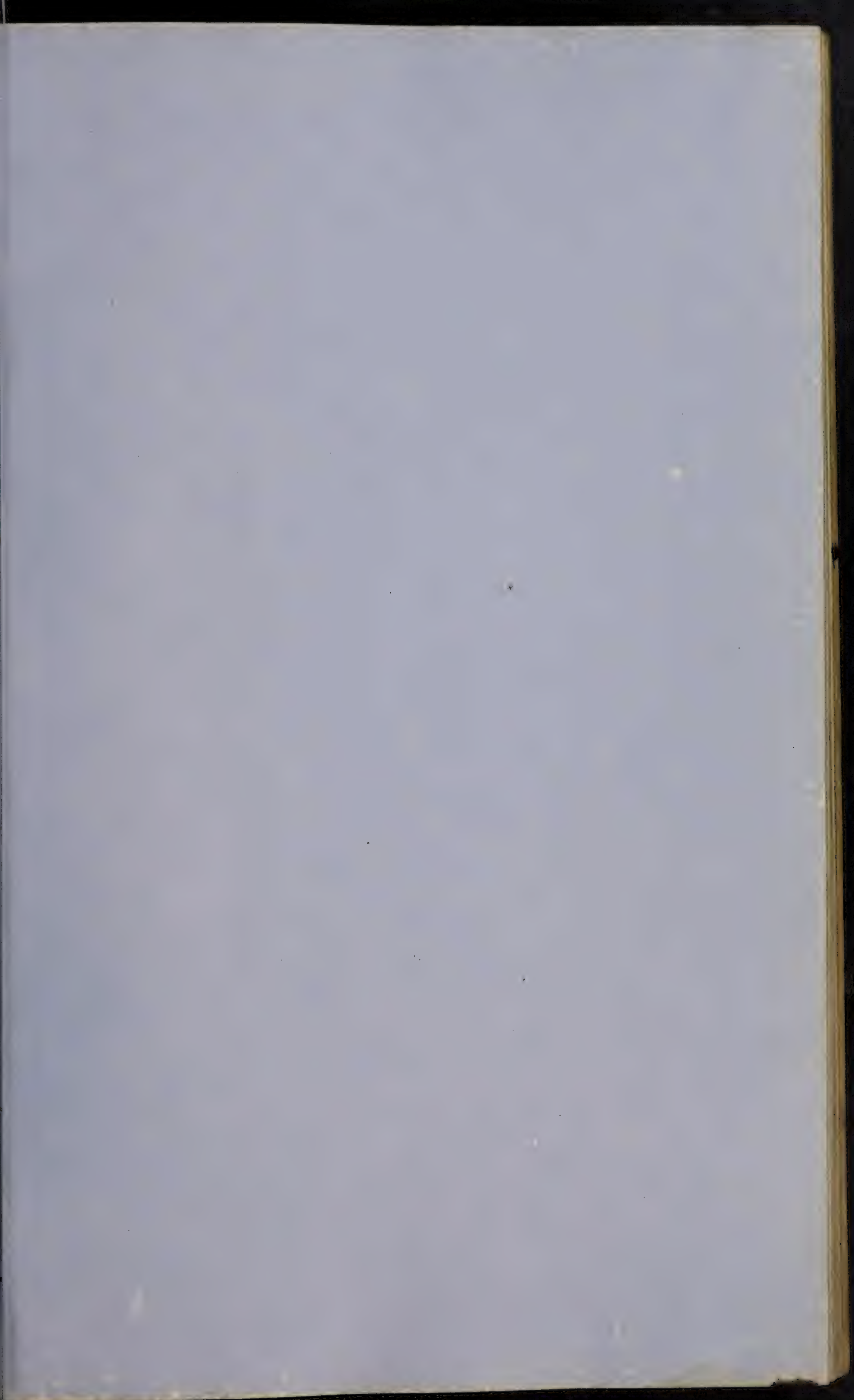
JA	2500	Cases	oil		
N Y	500	Cases	oil		
JA	500	Cases	oil		
B	1000	Cases	oil		
N	1000	Cases	oil		
L	3000	Cases	Oil		
M	1000	Cases	Oil		
FWA	1000	Cases	Oil		
P	500	Cases	Oil		
O	1500	Cases	Oil		
N	1000	Cases	Oil		
FF F	12500	Cases	Oil		
M	13500	Cases	Oil		
FF F					
M					
S	500	Cases	oil		
G	1350	Cases	oil		15,350
FWP	1000	Cases	oil		
D	200	Cases	oil		16,350
JSFS					18,050
D					25,000
FN	1500	Cases, oil			18,050
M	1000	Cases, oil			25,000
B	1000	Cases, oil			
A	500				
(Br Co Pr)					
				20,550	3050

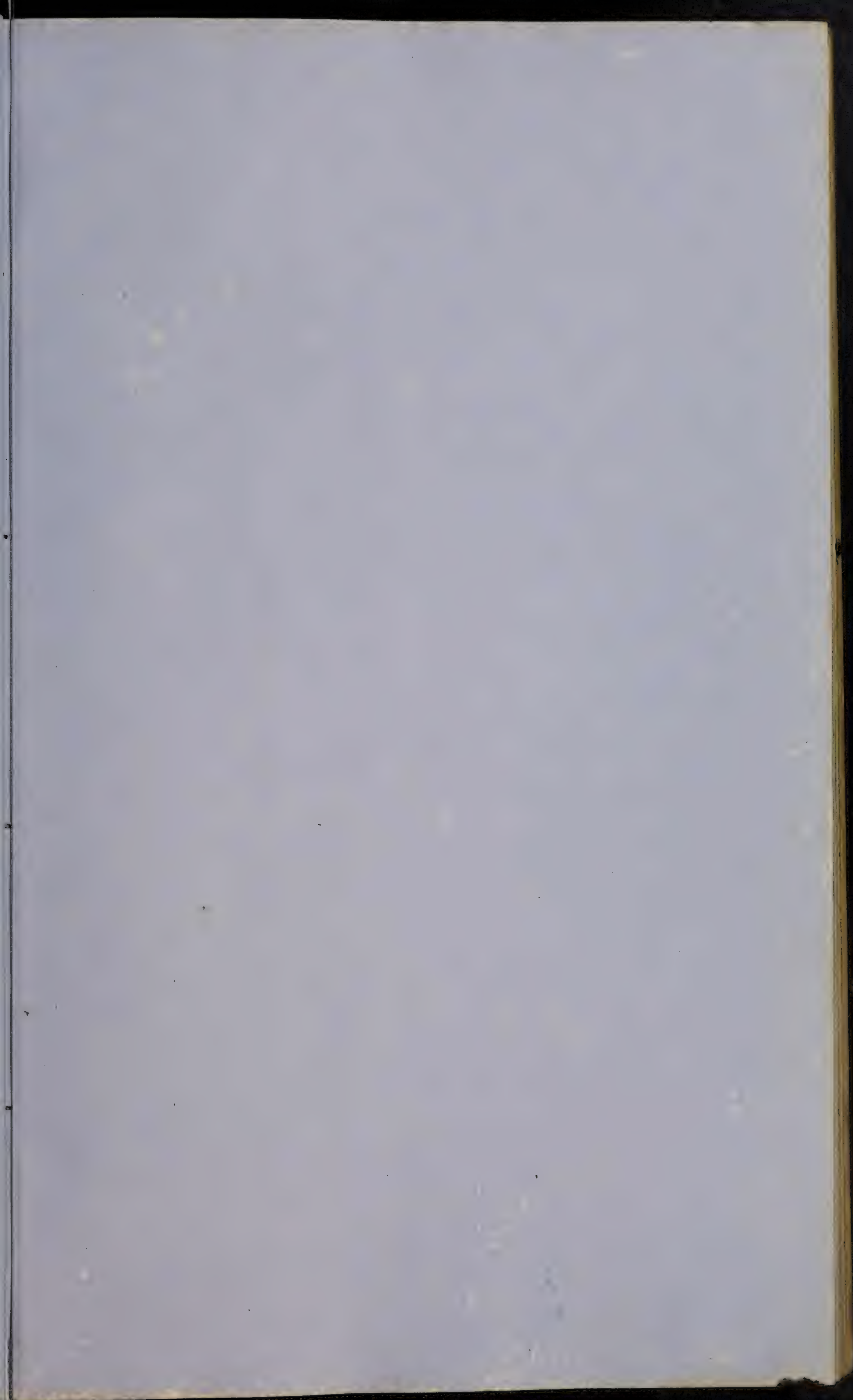
For Melbourne Australia 1897

Marks No Contents

<div>S B & G M</div>	100	Cases Spindles Turpentine	
<div>R 15</div>	30	Cases Spindles Turpentine	
<div>P G</div>	100	Cases Spindles Turpentine	
<div>B R V G M</div>	200	Cases Spindles Turpentine	4,50 2,50
<div>J A B H M</div>	50	Cases Spindles Turpentine	
	200	Cases Spindles Turpentine	4,50







January 10th 1813
9 men 4 hours each hauling ship at Pier 47

January 15th 5 men 1 $\frac{1}{2}$ hours each pumping ship

January 22nd 9 Men 3 $\frac{1}{2}$ hours each Breasting
ship over at Pier 46

January 28th 9 Men to hauling ship, 3
hours each, from Pier 47. to Pier 10

January 29th 3 Men 1 hour each to hauling
out old sails

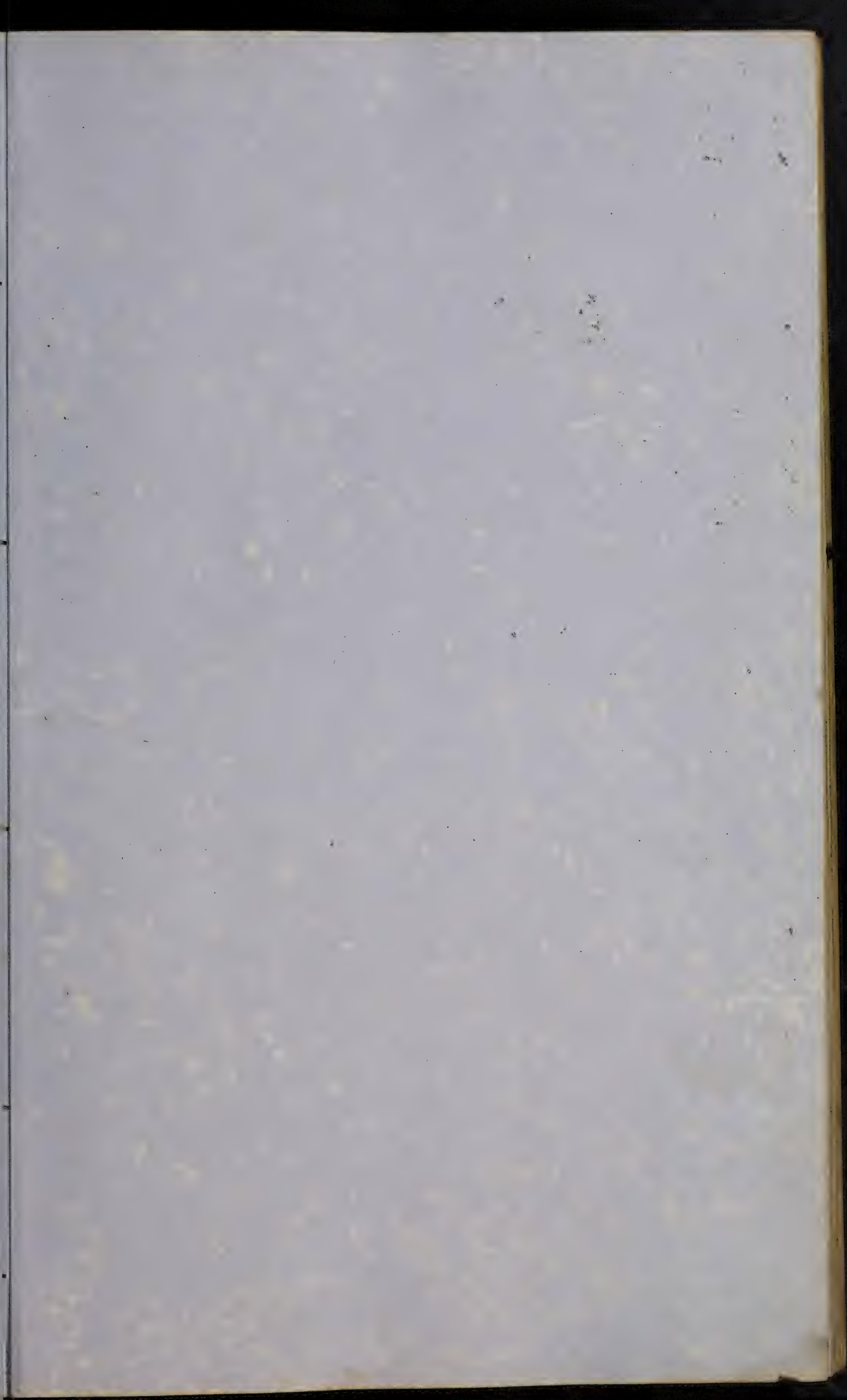
January 30th 3 Men each 2 $\frac{1}{2}$ hours to
Clearing out ~~the~~ poop deck

January 5th 3 Men 1 $\frac{1}{2}$ each, to over hauling
sails

February 11 5 men 1 hour each to hauling ship astern

February 12 one Man 2 hours to Salting ship
February 19 one man 18 hours to Stowing away stores





March 29 th 1873 List of Items. To Mr. Baker				1873	lbs
2	Coils 3 inch	Cordage			505
4	2 ³ / ₄	"	"		924
2	2 ¹ / ₂	"	"		351
2	2 ¹ / ₄	"	"		306
1	2	"	"		125
1	1 ¹ / ₂	"	"		10
50	Fathoms, 4 ¹ / ₄	Lanyards			236
1	Coil 15 lbs	Rattine			51
1	Coil 3 yam	Spungam			41
1	Coil, 2 yam	Spungam			61
1	Coils 6 lbs	Marline			28
1	Coil	Hourline			29
1	Coil	Marline			20
1	Bale	oakum			44 galls
1	Bbl	paint oil			4 galls
1	Bright	varnish			42 galls
1	Care	Spirits Turpentine			05 galls
5	Reys	Black paint	1		100 lbs
3	Reys	French yince			150
1	Bladder	Putty, & Brushes			5
1	Reg	Ready Lead	1		25
1	Reg	French yellow			100 lbs
2	Reys	yine			

Cordage on Board on arrival from Manila

2	2 ³ / ₄	Manila	
1	2	"	
¹ / ₂	4	"	
12	Manila	From Boston	
150	Coils	in all	

April 5 2 fathoms 1st 6th Manila rope for Reckels on yards
April 10 20 fathoms 1st 6th Manila rope for reef points to Mizen top
April 18 one coil 3rd 6th Manila rope for Fore Breeches
April 18 half coil 2nd 6th Manila rope for Coar Mizen top and Fore
April 20 5 fathoms 2nd 6th Manila rope for Port fore royal sheet
April 21 2nd 6th Manila rope for Mizen top gallant Bunting
April 22 32 fathoms 2nd 6th Manila rope for Fore Coar top sail lifts falls
April 22 2nd 6th Manila rope for Mizen top sail Calcutt
April 23 2 fathoms 4th 6th Manila rope for Mizen top mast stay sail, fore
April 25 8 fathoms 3rd 6th Manila rope for fall to mizen top mast stay
May 1 20 fathoms 2nd 6th Manila rope for Mizen top gallant Bunting
May 2 2nd 6th Manila rope for Fore fore top gallant Bunting
May 12 12 fathoms 2nd 6th Manila rope for Jib down haul
May 12 2nd 6th Manila rope for Main royal sheet
May 22 2nd 6th Manila rope for Starboard fore royal sheet
June 5 46 fathoms 2nd 6th Manila rope for Fly Jib Whips
June 5 7 fathoms 2nd 6th Manila rope for lashings to cargo for masts
June 30 Broached 3 Kegs Blacke paint for painting ship out
June 28 12 fathoms 3rd 6th Manila rope for Slings

Sept 3rd

1 coil 2
2 coils 2 1/2
3 coils 2 3/4
10 coils 3 in

Remains

8 fath 2 3/4
14 do 1 1/2
1/2 coil 2
1/3 fath 8
1/3 coil 3 1/4
1/2 coil 4 in

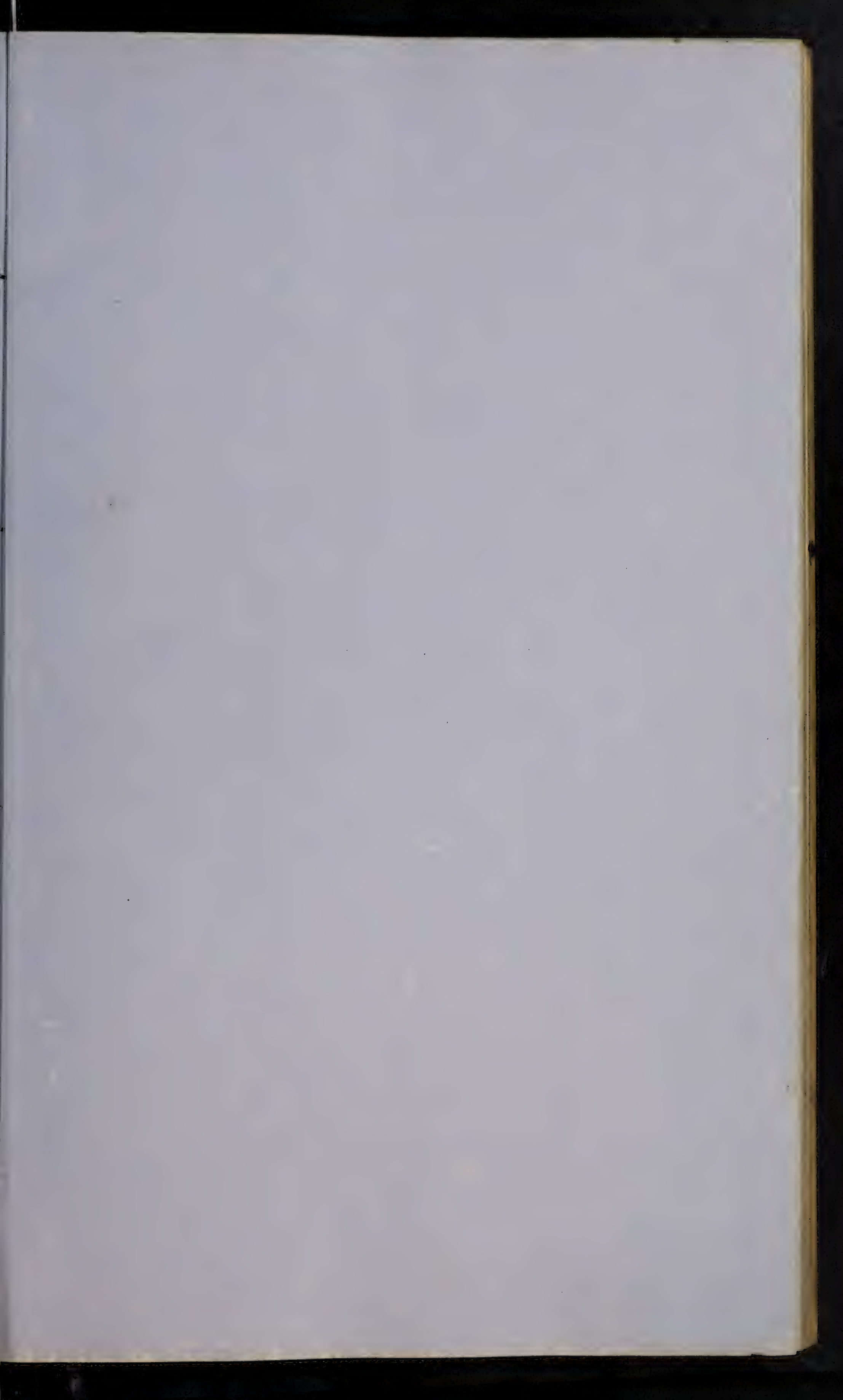
March 30th 1873 A List of Goods to Mr Baker

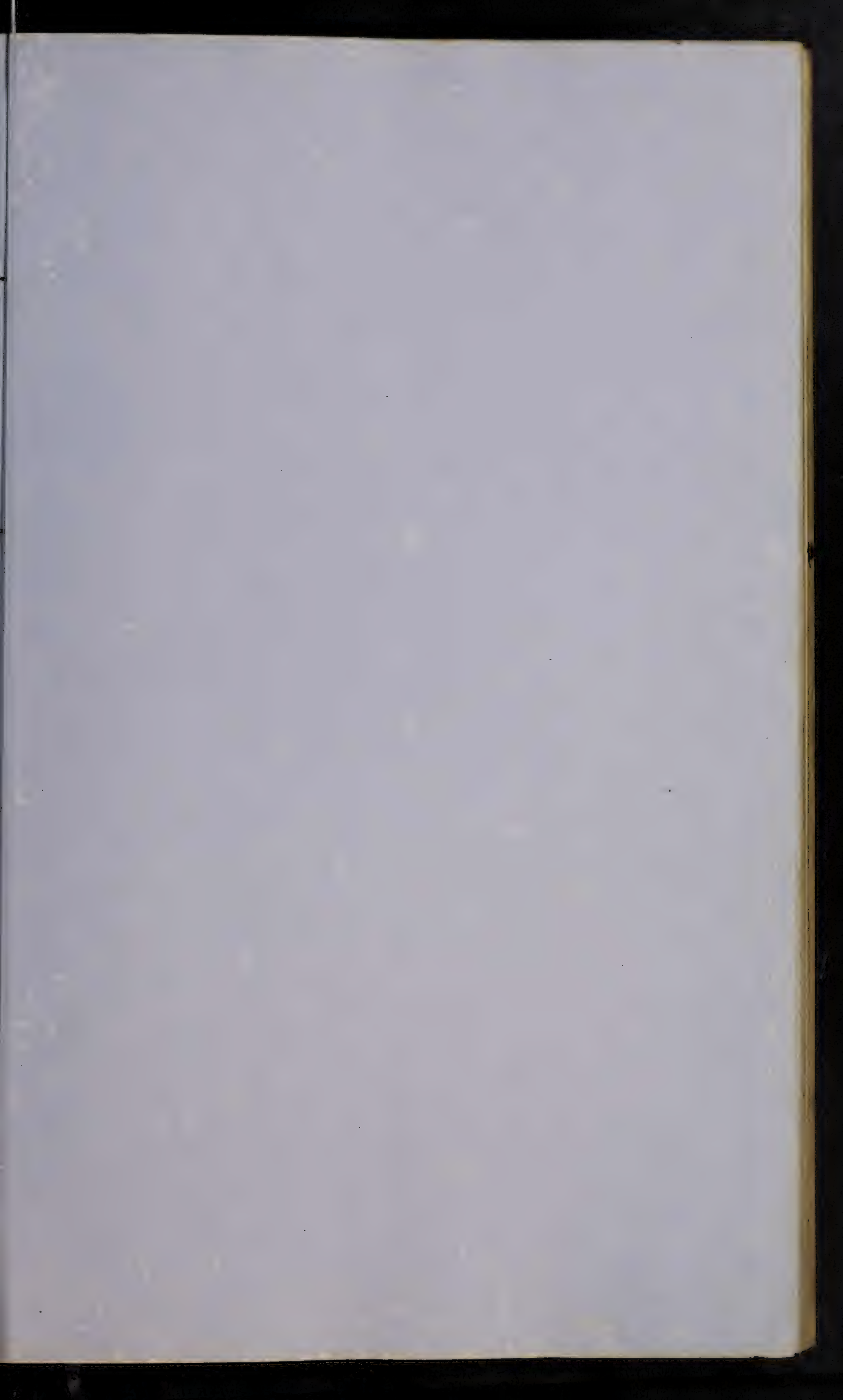
1	Fore Sail	
1	Upper Fore top sail	
1	Fore top mast stay sail	
1	Main Sail	
1	Lean Main top sail	
1	Upper Main top sail	
1	Main top gallant sail	
3	Bolts No 4 Cotton duck	2, 6 gds
1	Bolt No 5	73
2	Bolts No 6	134
1	Bolt No 7	73
1	Remnant No 1	02
2	Remnant No 2	39
1	Remnant No 4	11
1	Bolt Linen duck	44
1	Remnant No 2	25
25	Lbs Cotton Twine	
6	Lbs Wax	
20	galhorns Bolt rope 3 7/4 Inch	
20	" 2 3/4	
20	Lbs nails	
20	Lbs galvanized	
1	Copper tax	
3	Doz screws	
1 1/2	ream sand paper	
29	Lbs Reef	
14	Lbs Port P	
2	Lbs Hoams	
2	half Lbs Reef Tawngs	
1	can lard 50 lbs	

Ship Springfield Dec to Mr. Baker

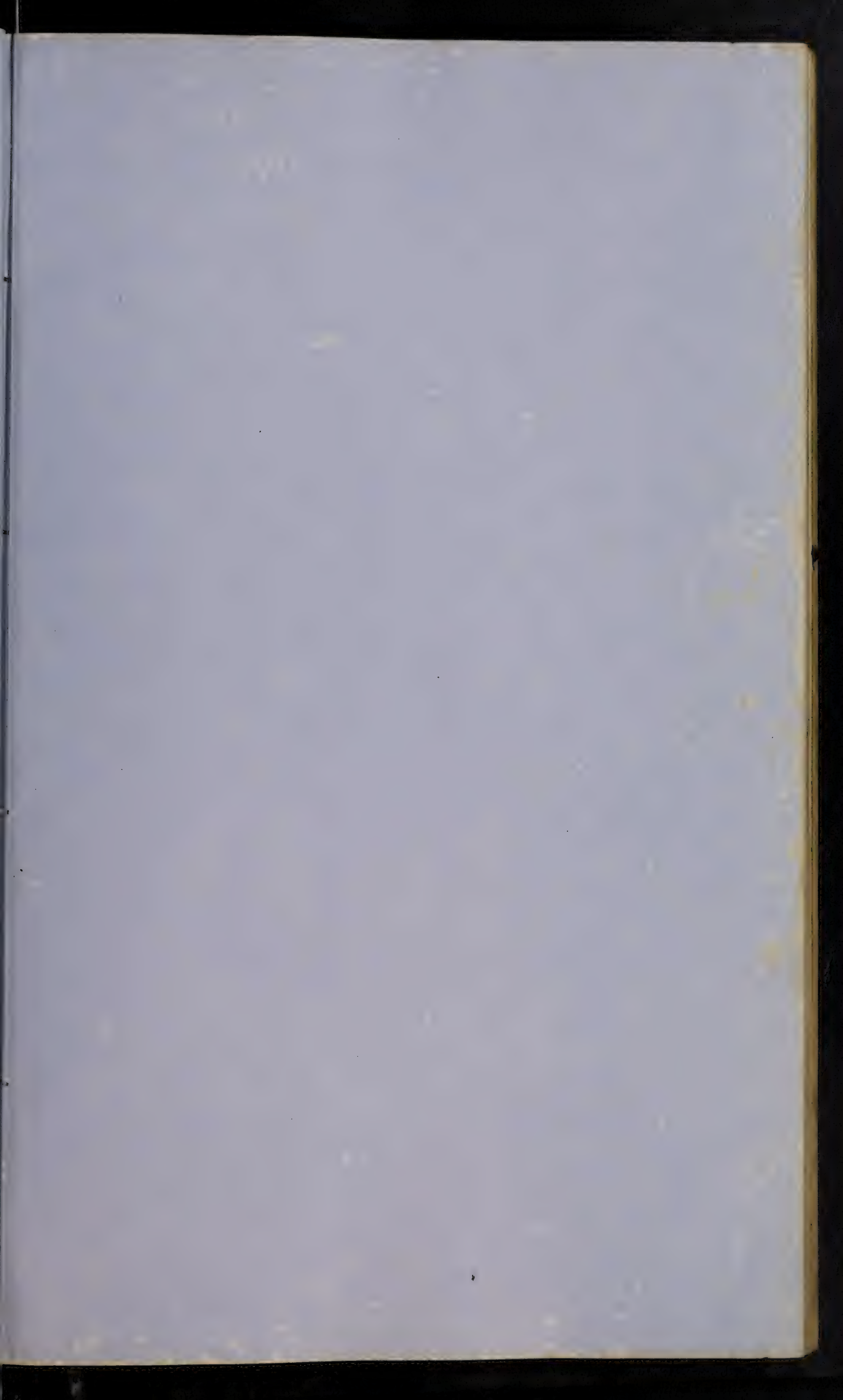
Date No yards

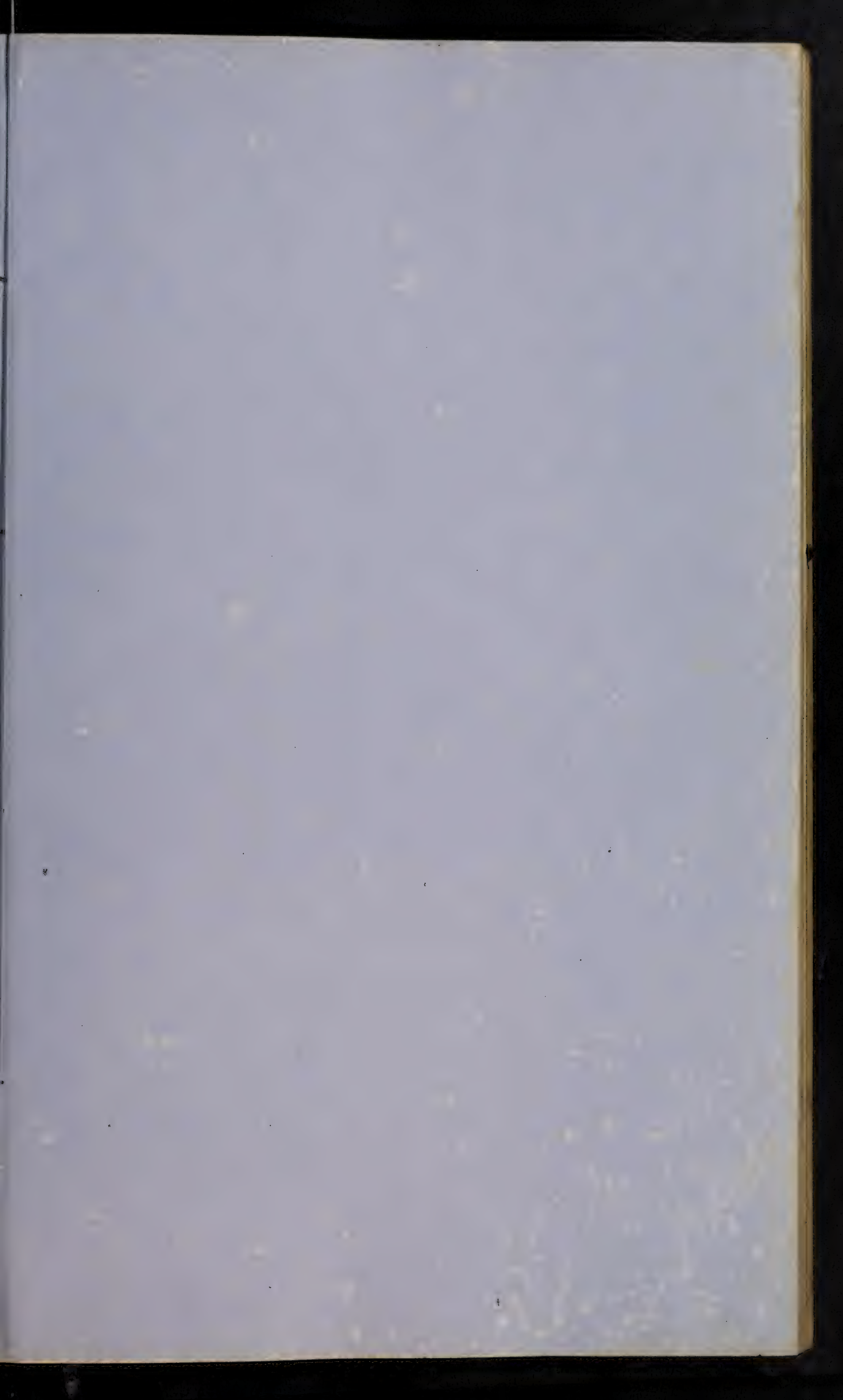
- March 5th No 4 27 yards Duck For Repairing Jib
- March 13th No 7 3 1/2 yards Duck For Main Royal
- March 14th No 7 3 1/2 yards Duck For Fore Royal
- March 19th No 4 1 1/2 yards Duck For Main top gallant sail
- March 20th No 4 1 1/2 yards Duck For Fore Cover
- March 26th No 4 10 yards & 8 inches Duck For Tarpaulin to fore hatch
- March 27th No 4 10 yards & 2 feet Duck For Fore sail
- March 29th No 6 13 yards ~~10~~ 9 inches Duck For Cover to skylight
- April 5th No 2 1 1/2 yards . . . Duck For Bucket
- April 10th No 6 4 1/2 yards Hemp Duck For upper Main top sail
- April 29th No 3 13 yards, 2 feet hemp Duck For lower top sail
- May 1st No 6 2 1/2 yards Duck - - - For Fore top gallant sail
- May 8th No 4 3 yards, one foot Duck For Jib - - -
- May 31st 29 1/2 fathoms Coalt rope for Jib - - -
- April 15th 23 1/2 fathoms Coalt rope for lower Main top sail
- June 5
- June 30 No 4 Duck 3 1/2 yards for Inner Jib
- August 18th No 4 Duck 2 yards for draw Bucket
- August 18th No 6 duck 6 yards one foot for Sparboard
- August 25th No 4 duck 23 yards one foot for Tarpaulin to Main hatch
- August 26th No 5 duck 24 yards for Fore top gallant sail & outer Jib

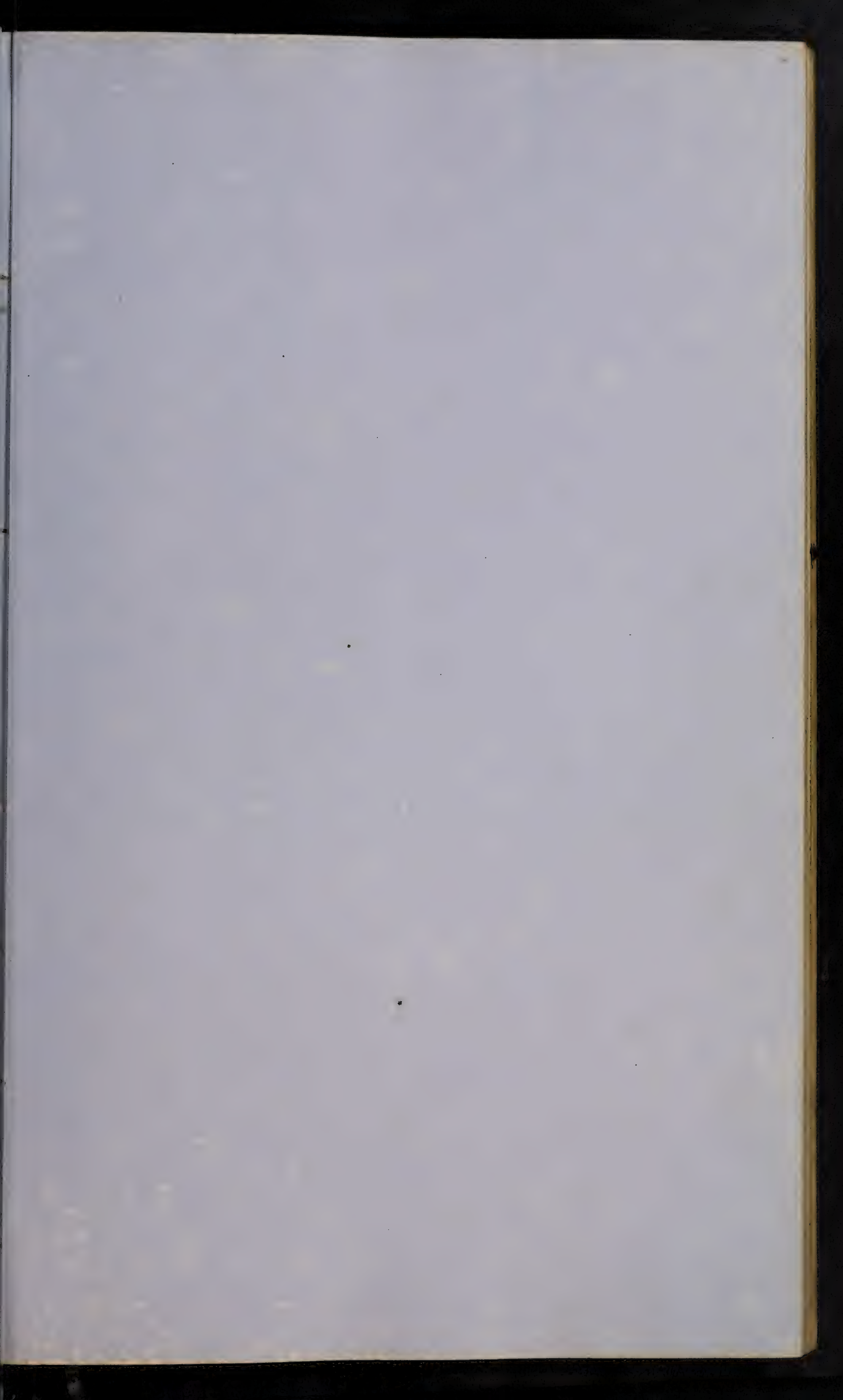


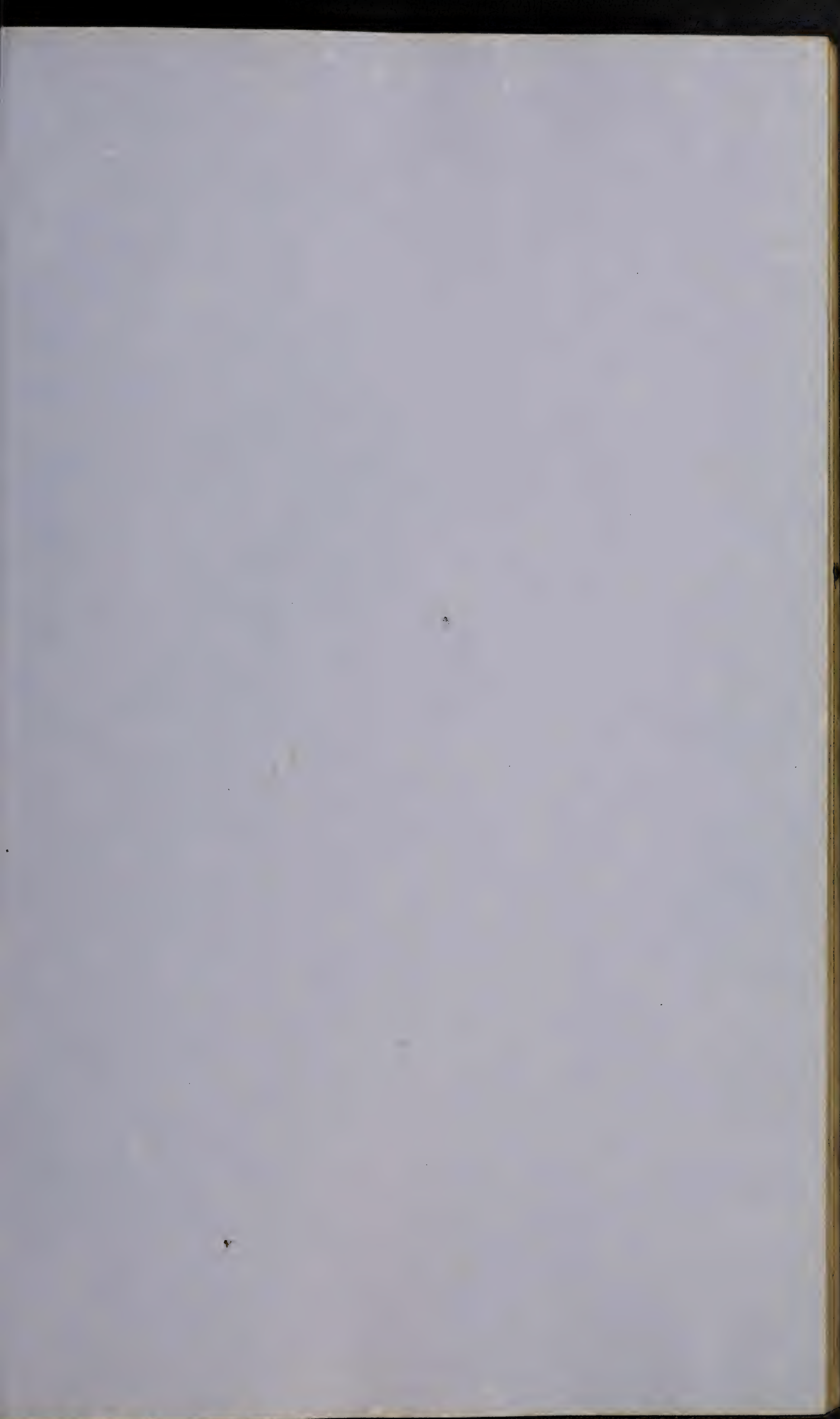


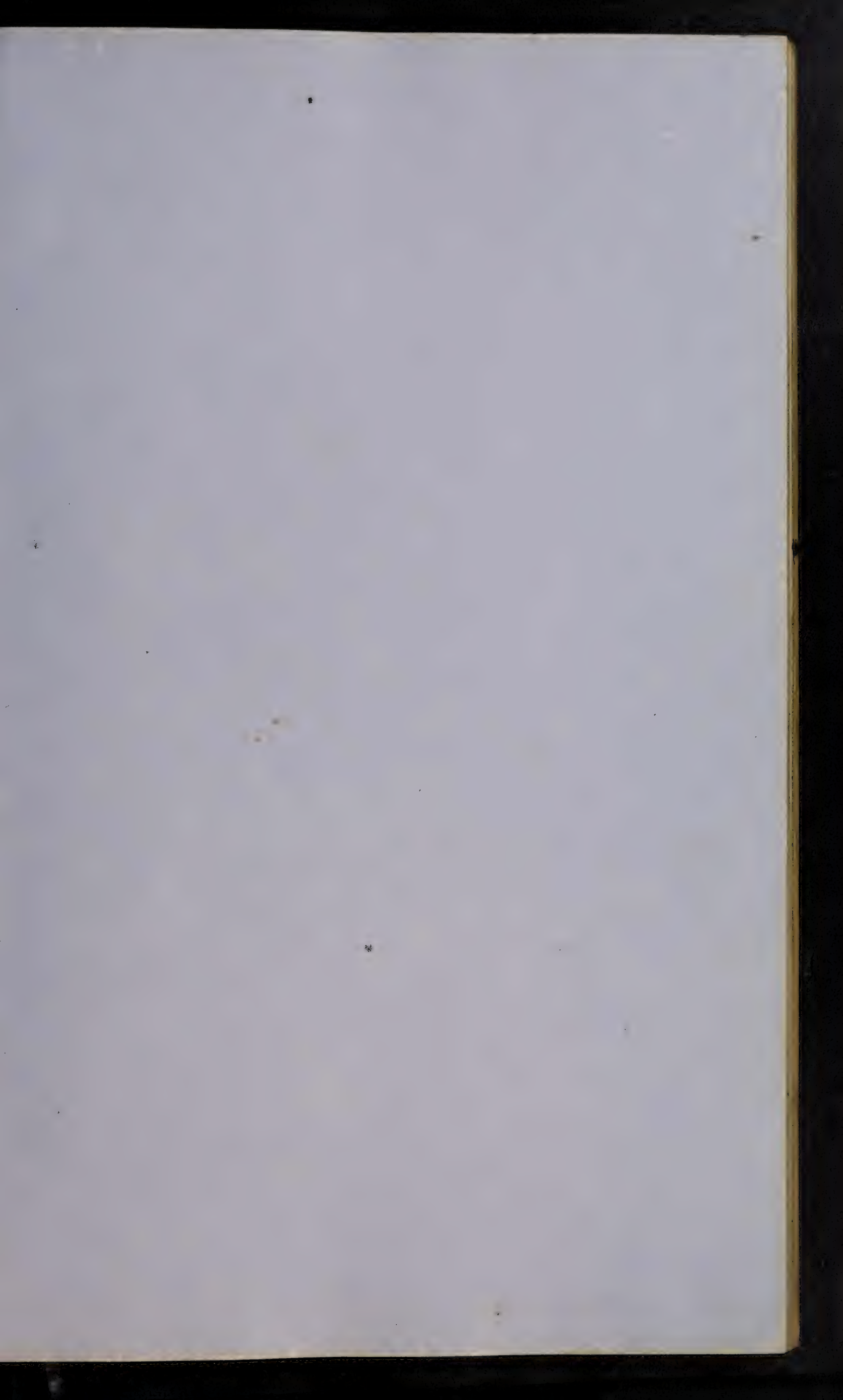


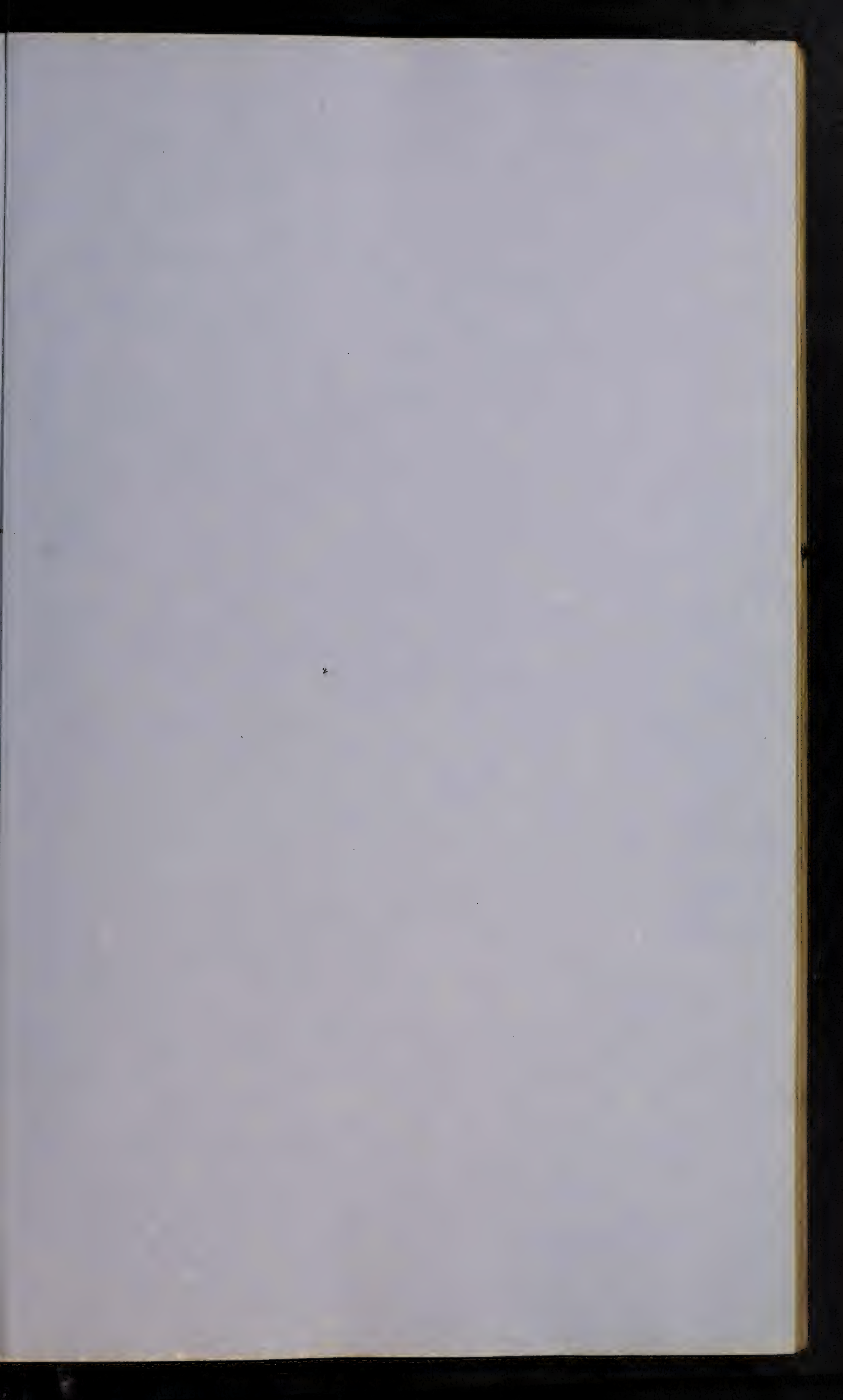


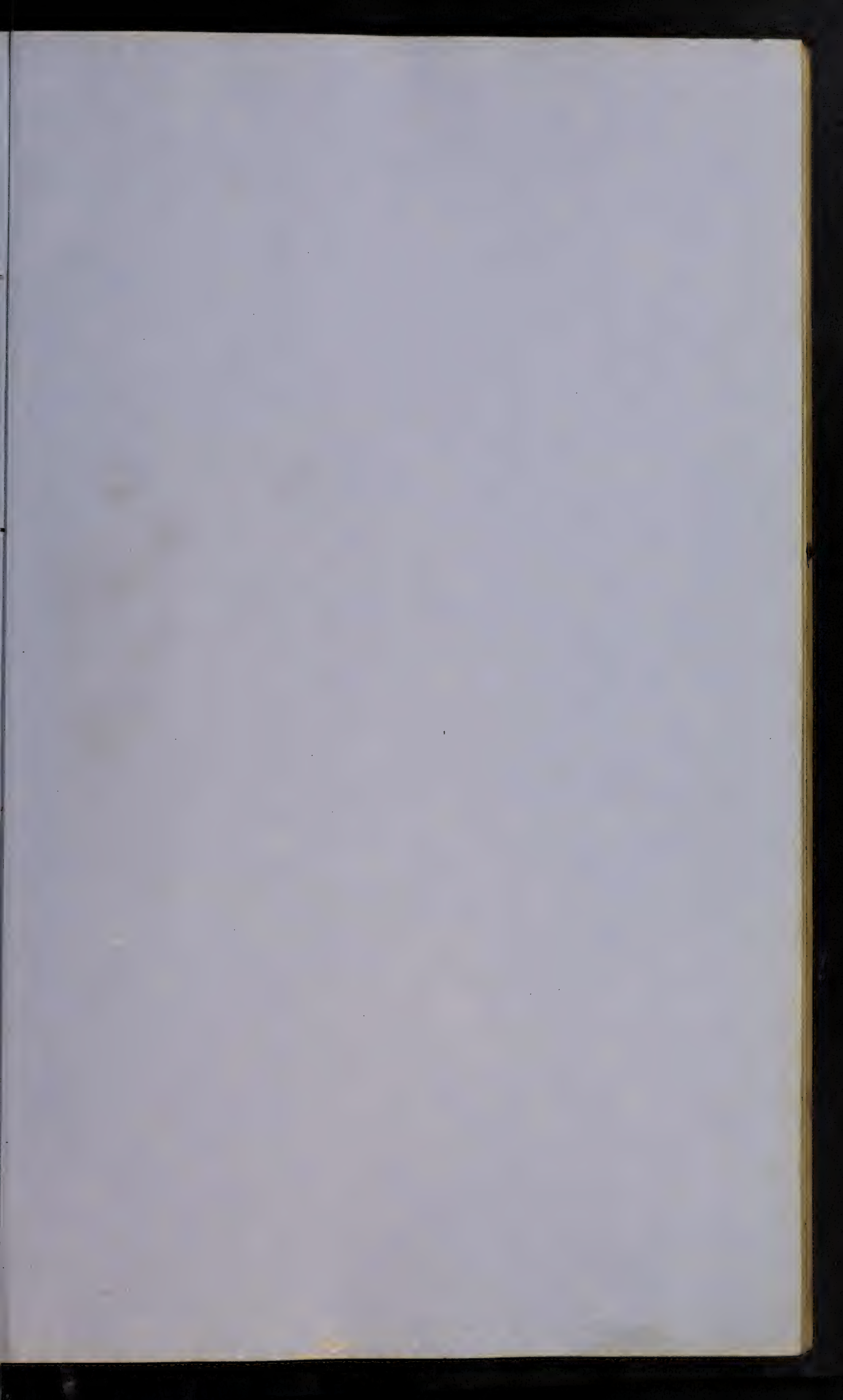








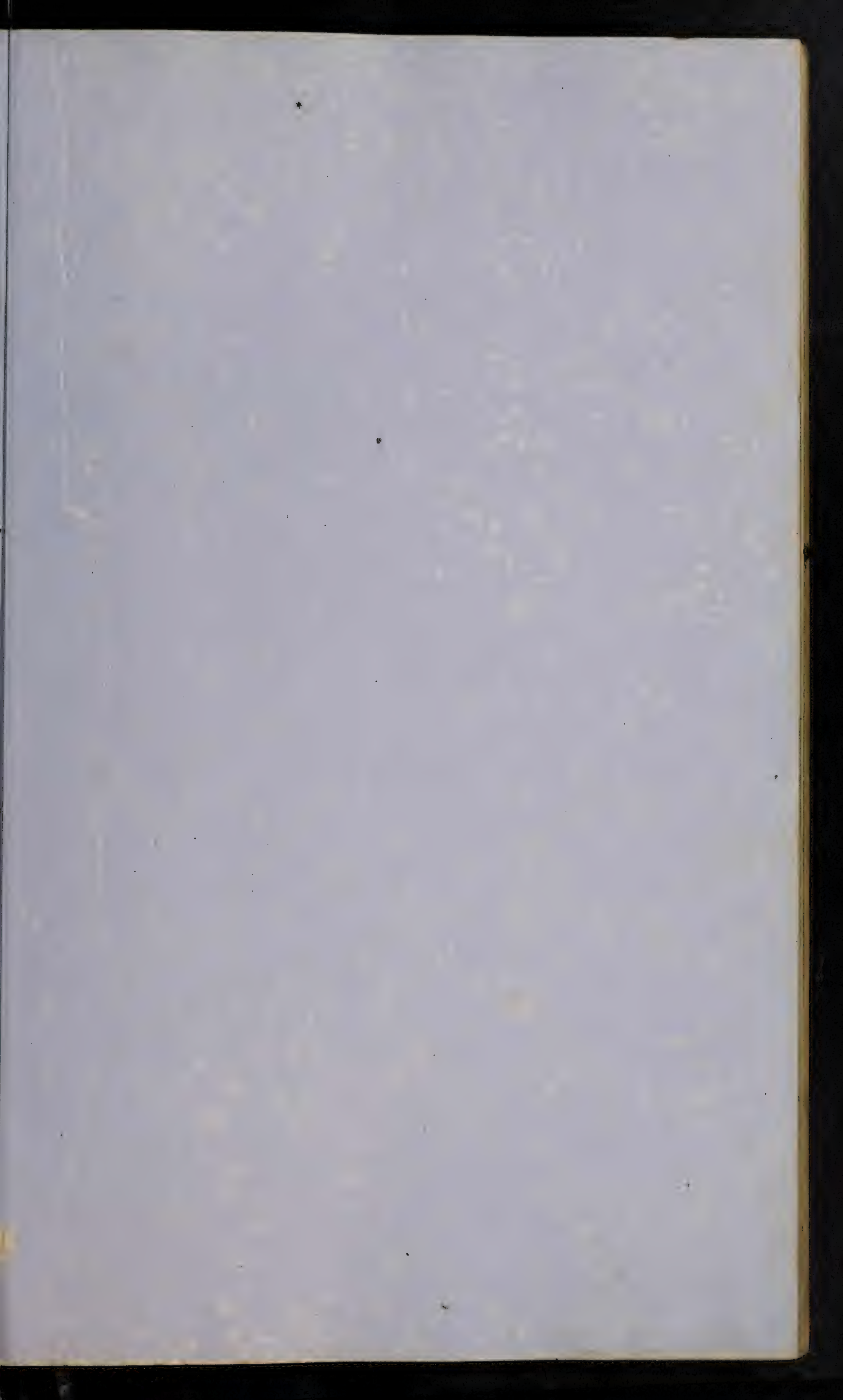


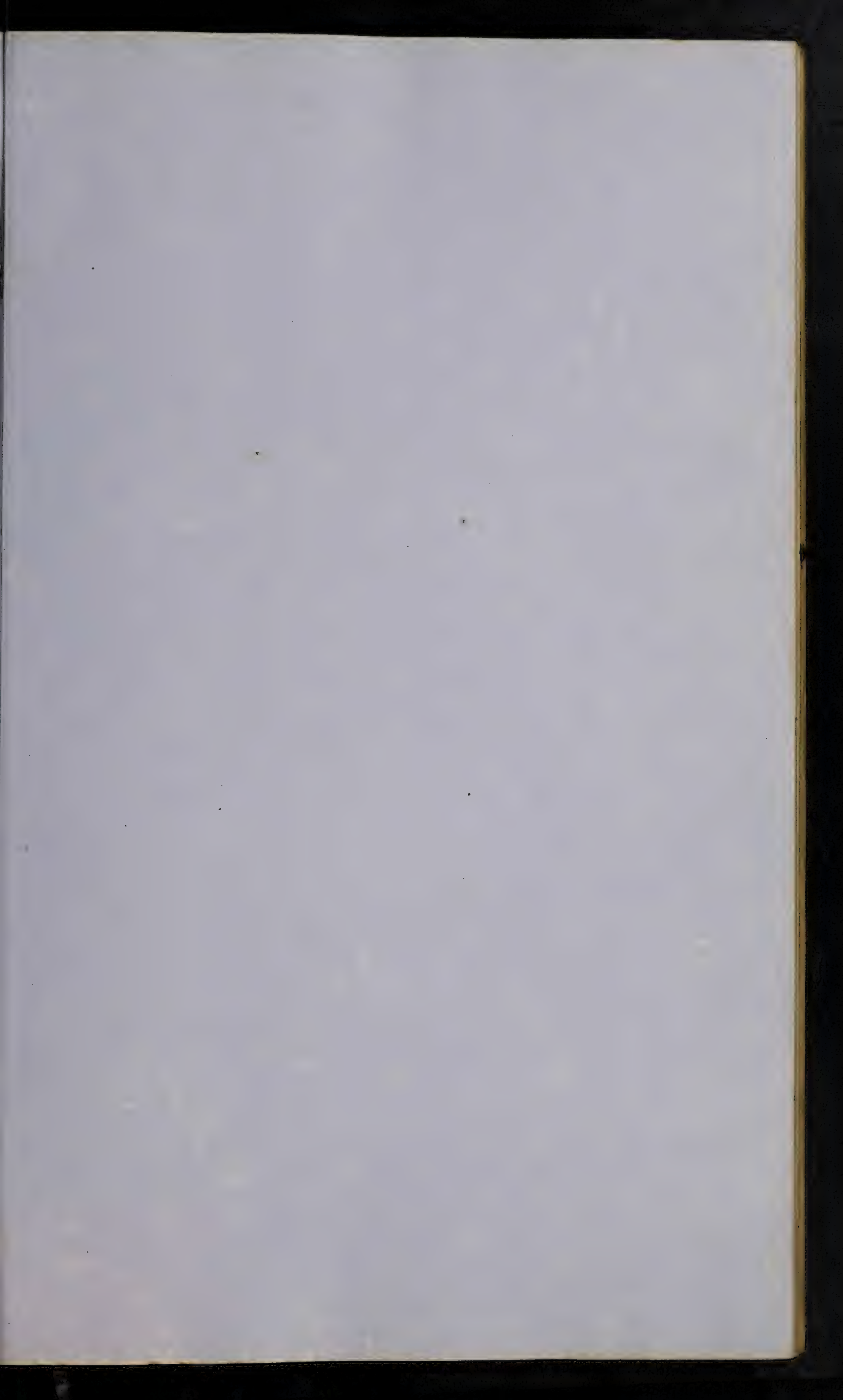


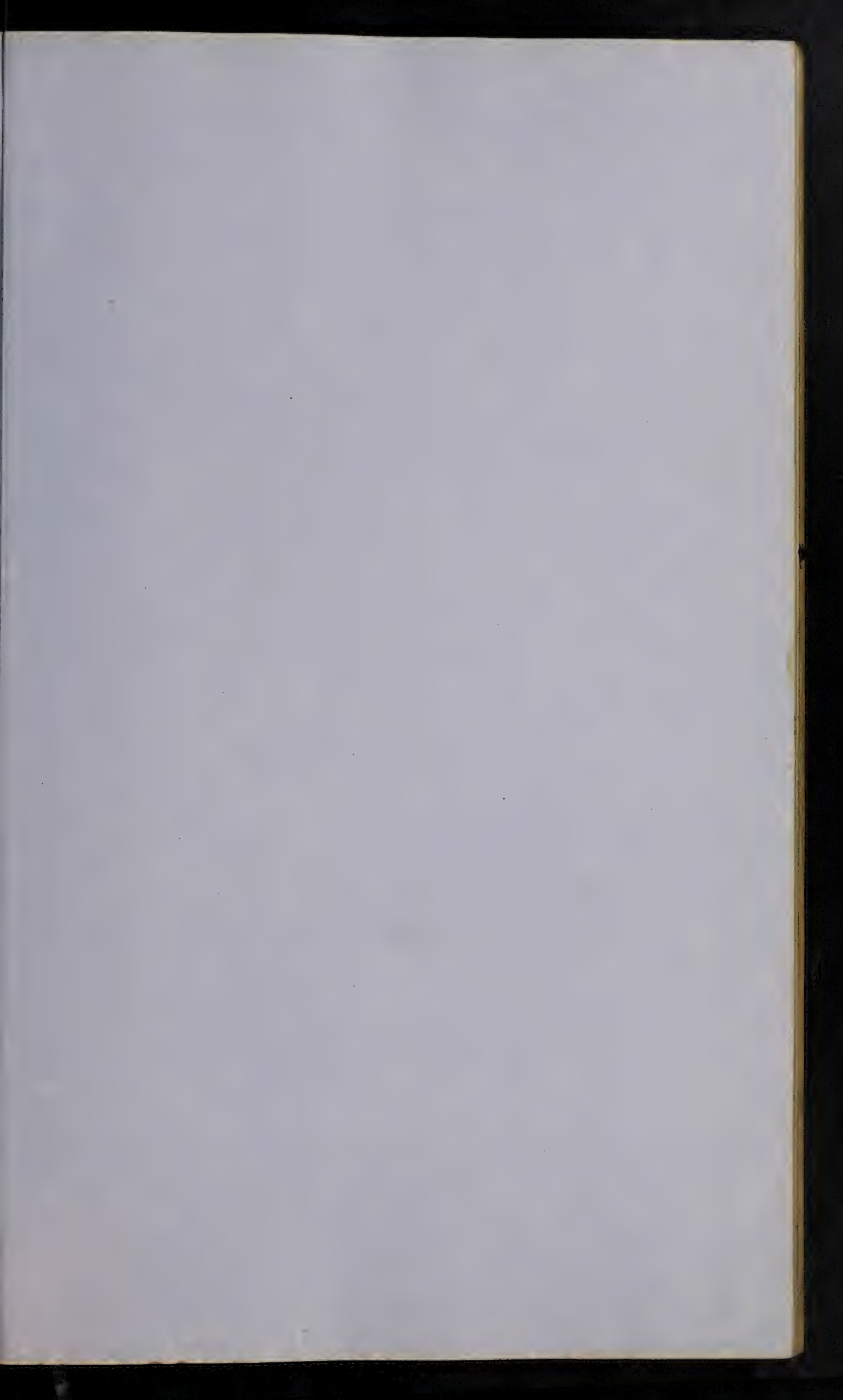












September 4th List of Sails
2 or 2 Inner Jibs, 1 Outer Jib
2 Fore top mast stay sails, one good
2 Fore sails one good
4 Fore top sails one good
4 upper top sails two good
1 upper & mizen top sail, one lower Mizen top sail
3 Top gallant sails one good
3 Royals - - -
1 Main top mast stay sail
1 Mizen top gallant sail
2 Main sails

1 Spunkas half side rigging leather
Main Spencers 14 Balls Cotton twine
4 Skeins hemp twine

Condensed Sails, 6 Pounds less was
1 Spunkas
1 Main top mast stay sail
1 Fore sail
1 Outer Jib

List of Cotton Ducts
49 yards to 5 one Roll to 4
22 yards to 2 one Roll to 6
10 yards to 1
45 yards to 7
18 yards to 4
12 yards to 4
22 yards to 6

September 4th List of Cordage
 3 coils 2 3/4 inch 15 Fathoms 2 3/4 inch
 2 coils 2 1/2 inch 15 Fathoms 3 inch
 1 coil 2 inch 30 Fathoms 3 1/4 inch
 2 coils 1 1/2 inch 15 Fathoms 1 1/2 inch
 1 1/2 coils 3 inch
 1 coil 4 inch

50 Fathoms Hemp lanyards stuff
 10 Fathoms Runt Rope
 1 coil 2 yarn spun yarn
 1 coil 15 threads Battling stuff
 1 coil Marline
 1 coil Hoisting line
 1 Firk Tackel Fall
 2 old Cargo Falls

List of Paint & oil
 25 gallons paint oil
 3 Kegs white lead 150 pounds
 4 Kegs yellow
 1 Keg Black 20 lbs
 3 gallons Turpentine
 10 gallons Vinegar
 30 gallons white varnish
 1 Keg Beads lead
 1 1/2 Barrel Tar

List of provisions

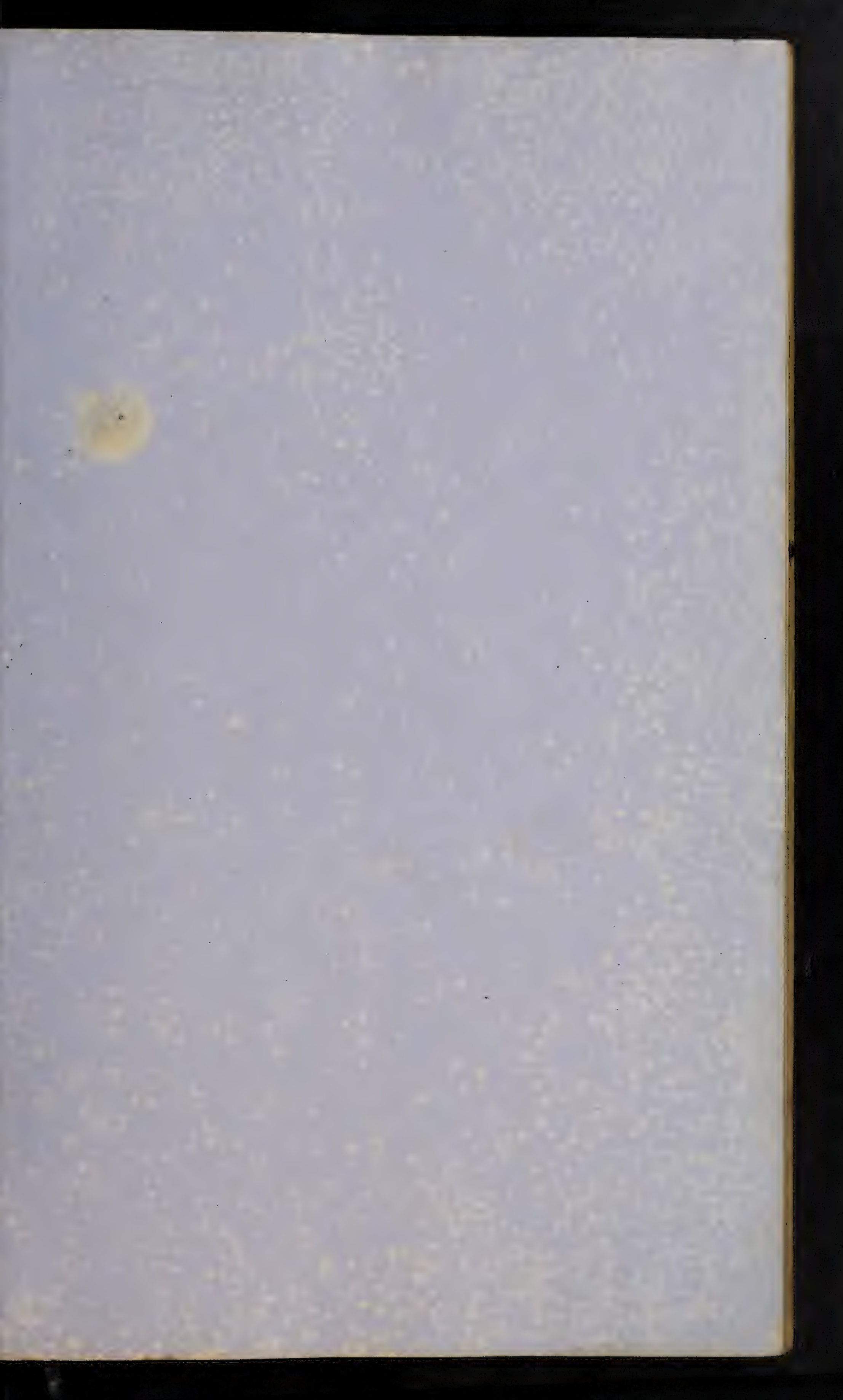
one barrel brown sugar
2 Bags Flour
1/2 barrel Raisins
4 Barrel Dried apples
1 Tin Ry Meal
4 Cans
2 Boxes Lobsters
2 Tins Lard
1 Bag sugar
1/2 Barrel Reef Trawls
1 Bag Pickels
22 Bottles lime Juice
1 Box Condensed Milk
2 Boxes soap
2 Boxes Coffee 120 lbs
2 Cases Petroleum oil
17 Cans Beans

2 Tins Molasses

Molasses in tank 150
gallons













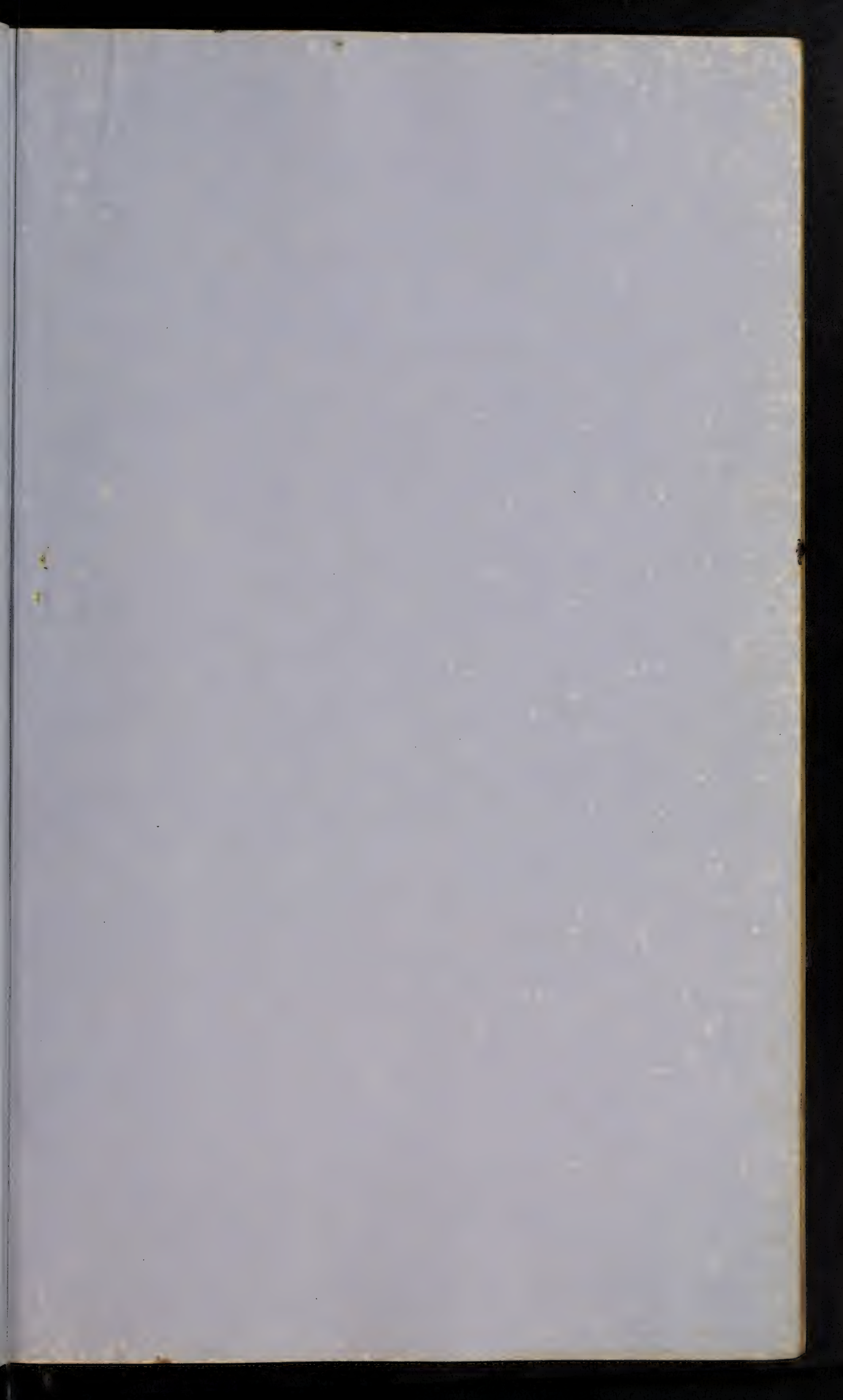












Wednesday, March 24th

After the first snow storm, the weather was
all day, but later part a heavy fog. Snow to 2 ft.
at 11:00.

Thursday, March 24th

The heavy snow storm with fine weather. Wind
from the S.W. by 11:00, and snowing fast by
12:00.

Temp 19.5: 35: 44

at 12: 28: 8

Friday, March 25th The 18th

The heavy snow storm began with fine weather. Wind
from the S.W. by 11:00, and snowing fast by 12:00.
The weather was all day, but later part a heavy fog. Snow to 2 ft.
at 11:00.

Saturday, March 26th

This day a heavy fog. Wind from the S.W. by 11:00, and snowing fast by 12:00.
The weather was all day, but later part a heavy fog. Snow to 2 ft.
at 11:00.

Temp 34: 57: 6

Sunday, March 27th

Wind from the S.W. by 11:00, and snowing fast by 12:00.
The weather was all day, but later part a heavy fog. Snow to 2 ft.
at 11:00.

Temp 34: 57: 6

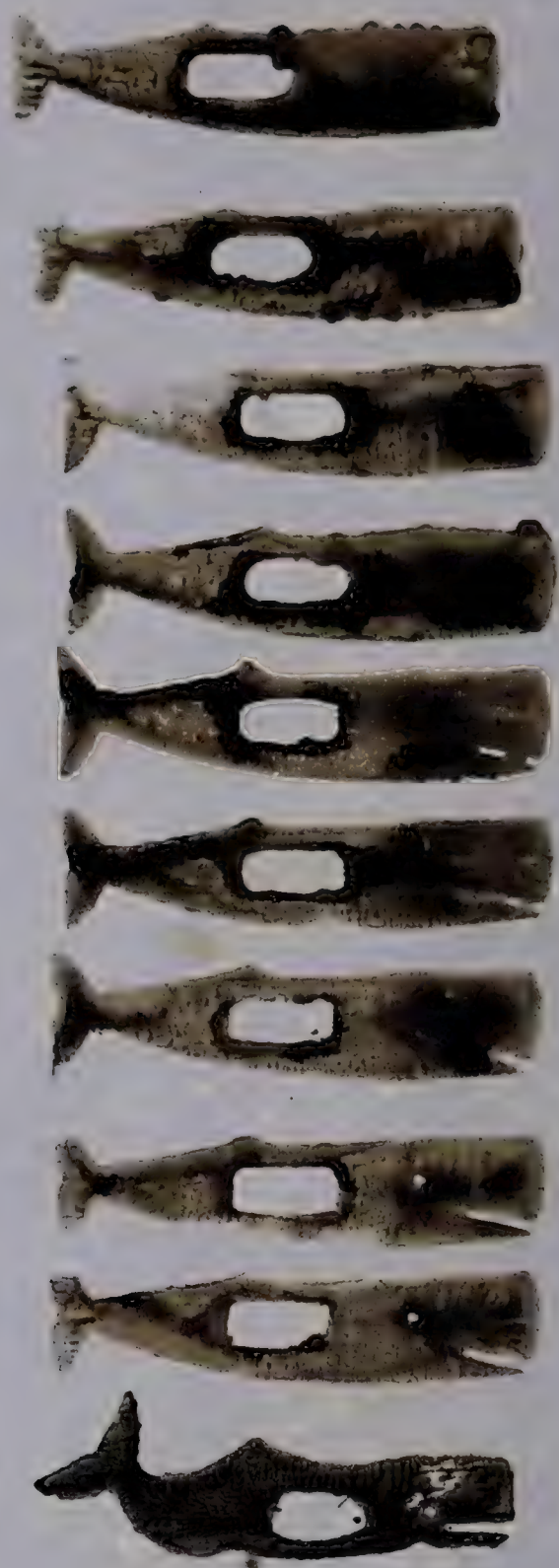
Monday, March 28th

This day began with strong cold wind by 11:00, but
from the S.W. by 12:00, and cloudy weather.
The heavy snow storm with strong cold wind from the S.W.
by 11:00, and snowing fast by 12:00.

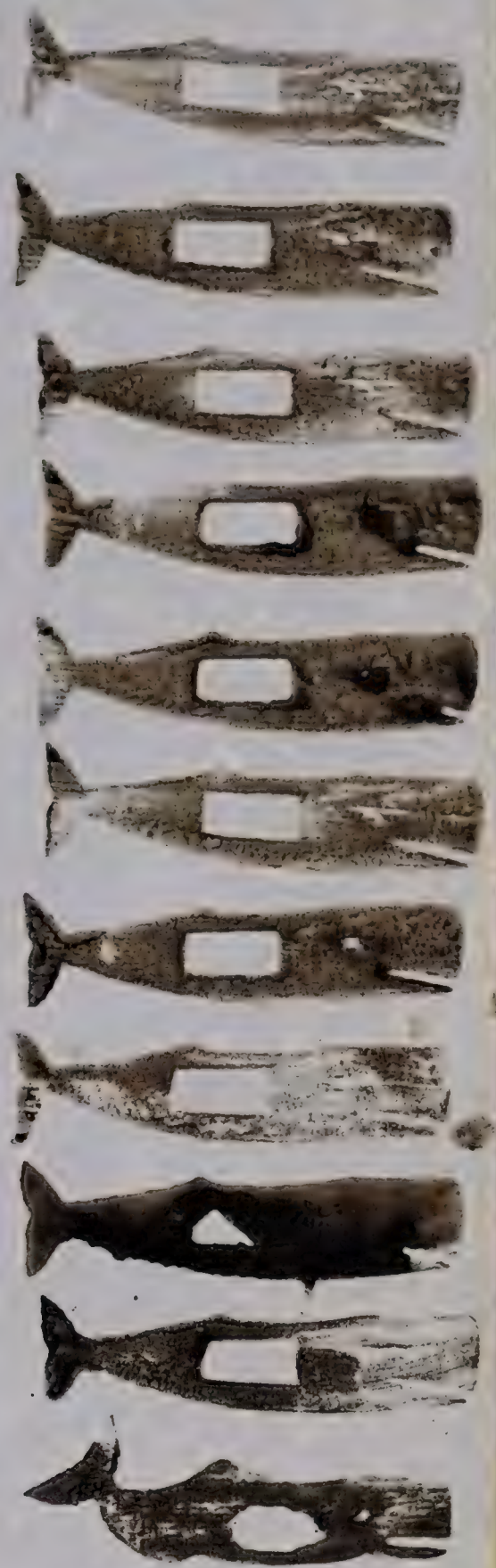
Temp 15: 15: 32: 44

1000

List of whales taken to Starboard Boat
On Board Bark E. Corning



List of whales taken to Starboard Boat
On Board Bark E. Corning



List of whales taken to Hairt-Boat -
and Toward Bark & Corning



List of whales taken to Row-Boat
on Louis Bark E. Corning



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spread have not been
digitized.**

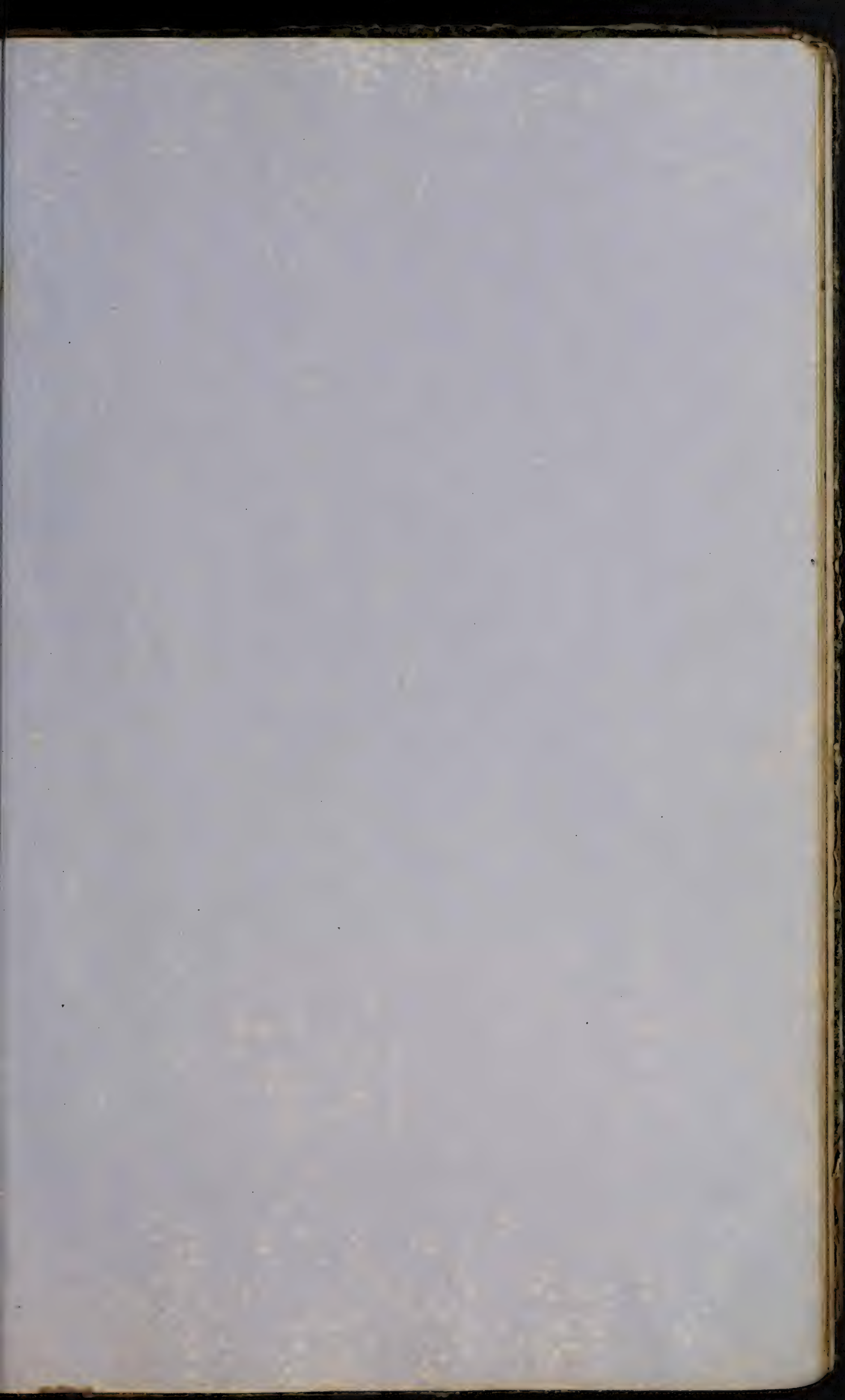
11/10
11/10
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11/10
11/10

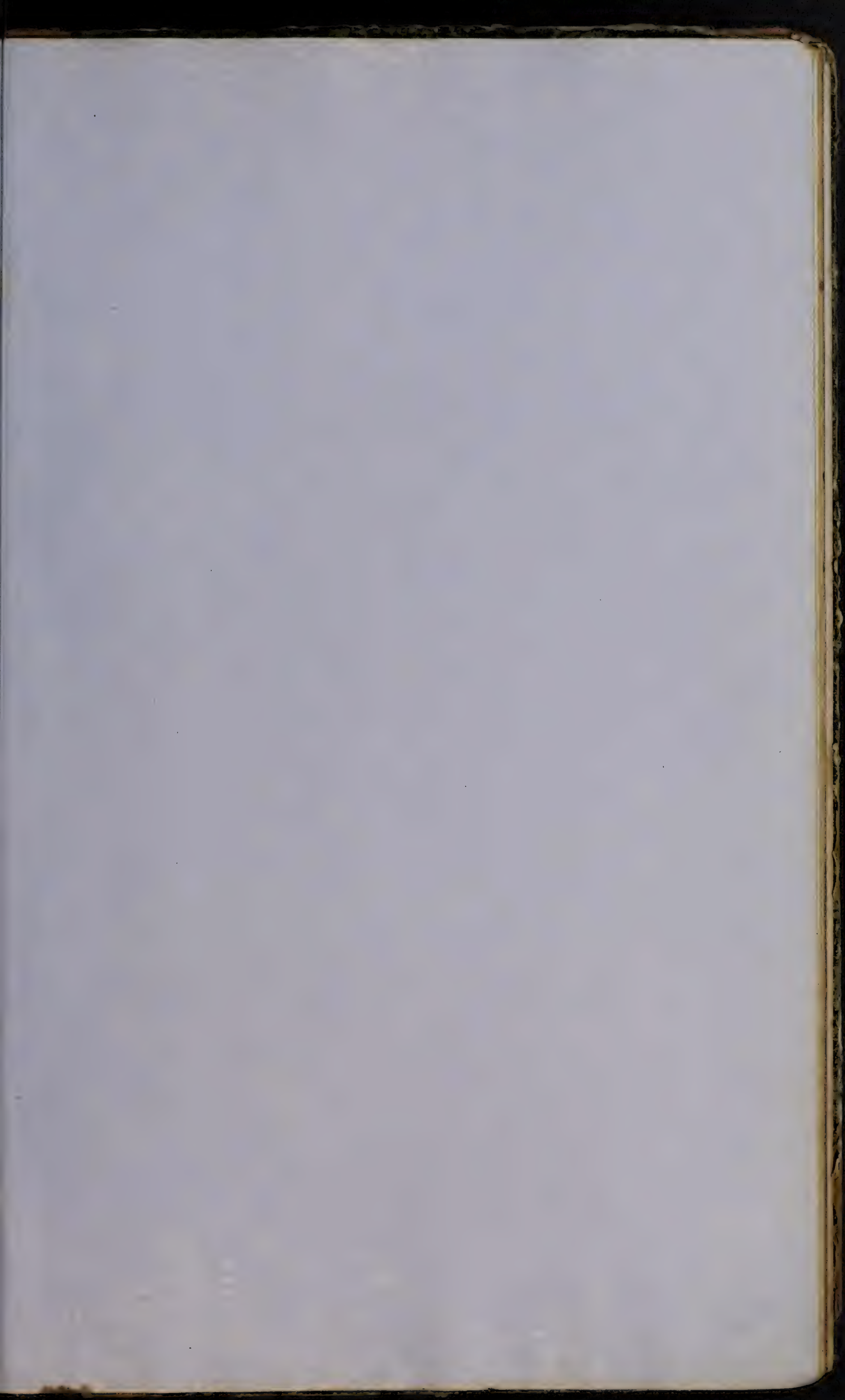
~~Matthew Baker Dr to Francis C Kottick~~
~~August 4th 1858 to 1 Box of tobacco 21 pounds 38 cents~~
~~per pound~~ 7.98

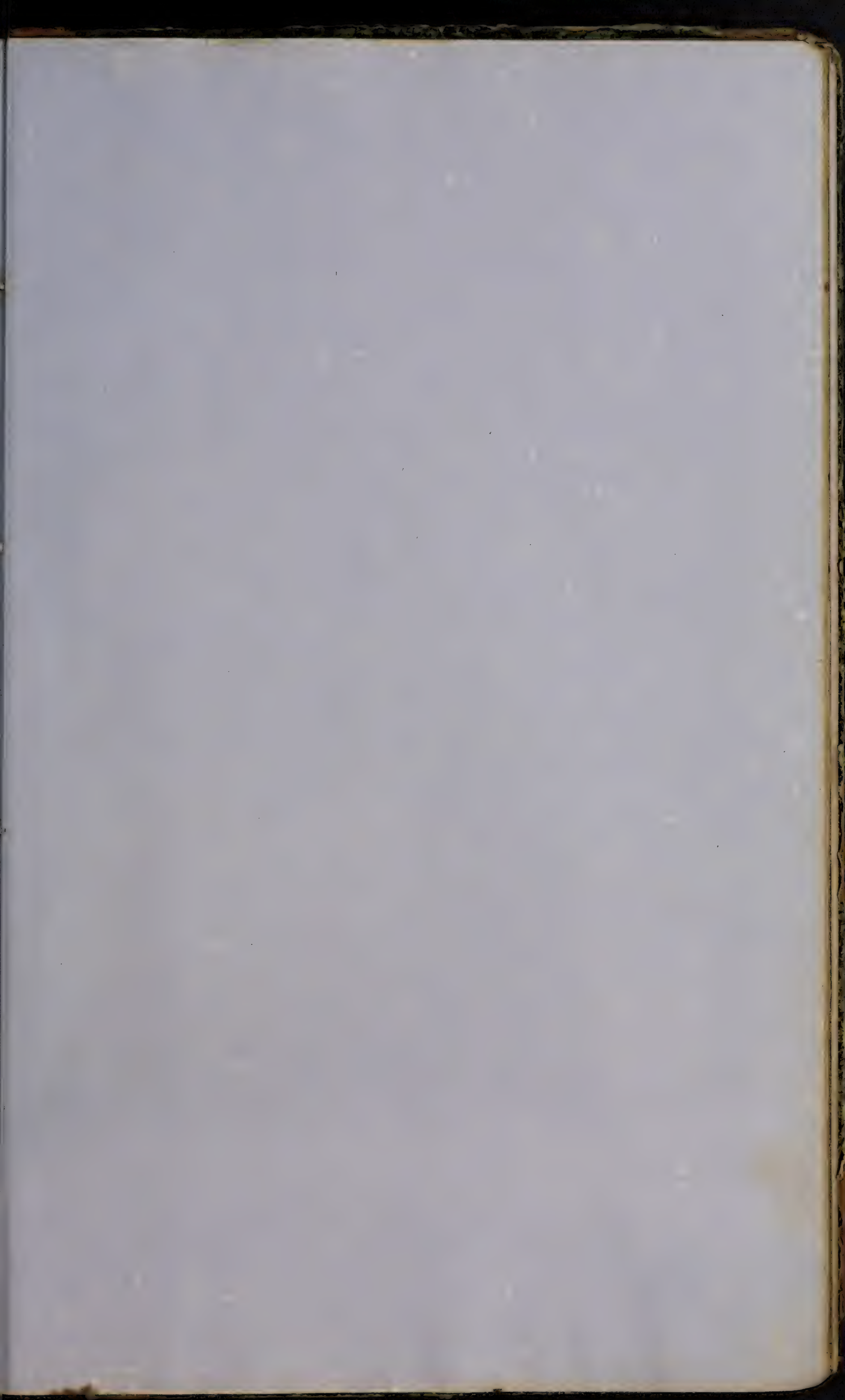
Bark E. Canning Dr to Matthew Baker 1858
 August 1st 3rd Tahiti Cash 1.00
 August 9th Huahine Cash 16.00
 July 12th 1859, Bygone Islands Cash 4.50

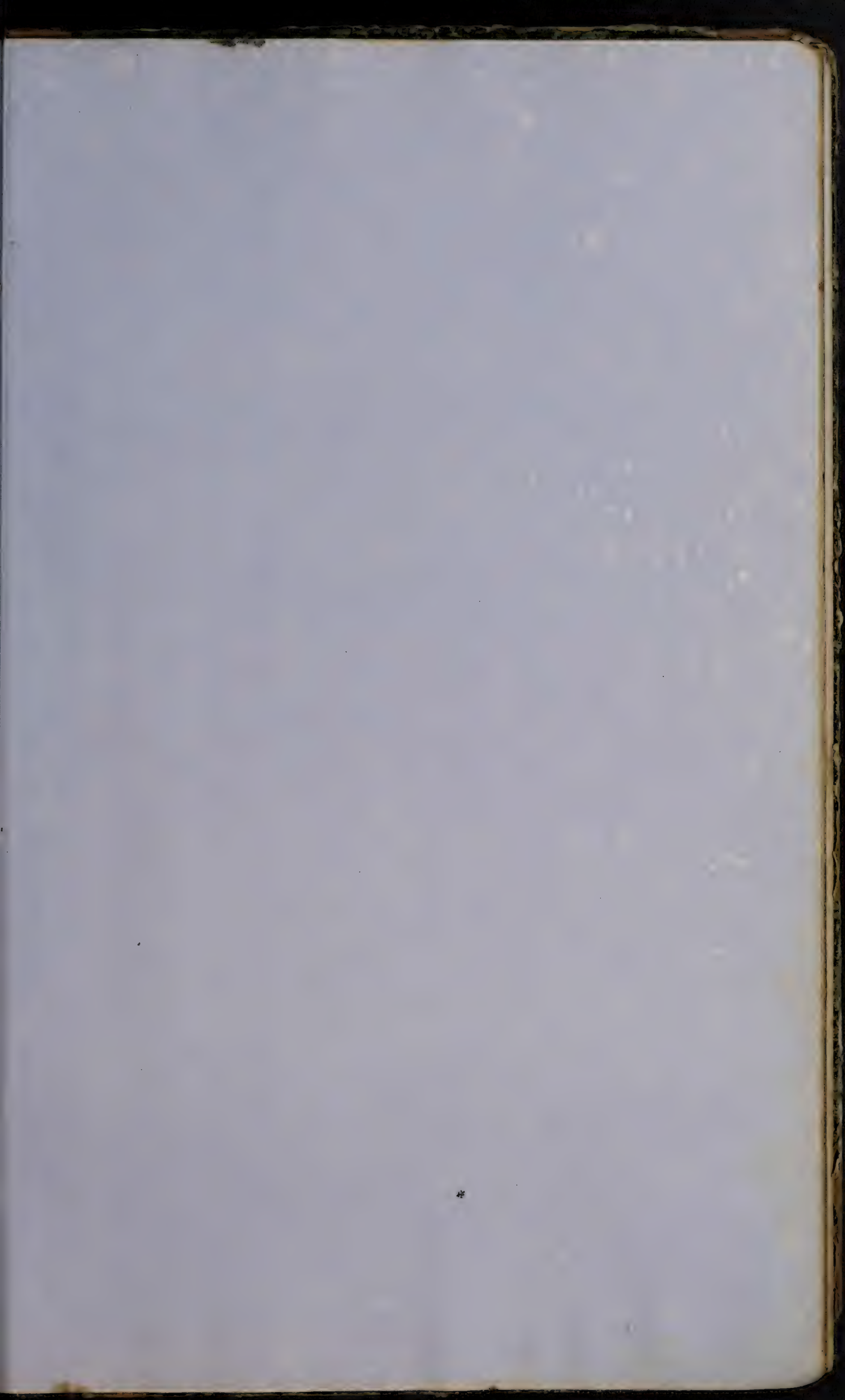
June 15th 1858, Tahiti Received of Capt Kotch
 \$ 20.00 on Ship's Account. Expended on Ship's
 Account for Vegetables and pumping Ship \$ 16.60
 Cash advanced to Ralph Gregory 2.00
 Cash advanced to Christopher Gregory 1.00
 19.60

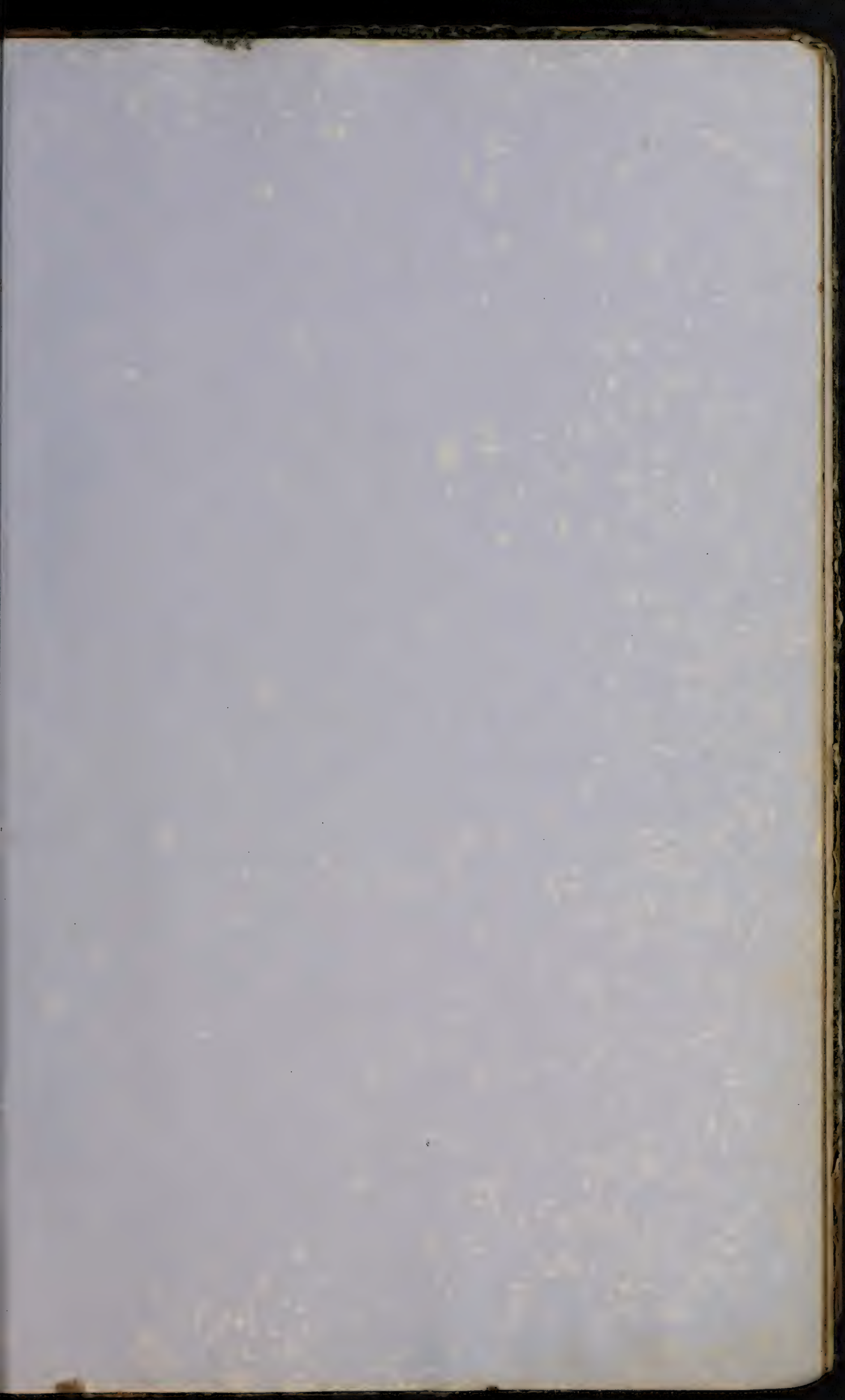
Bark E. Canning Dr to Matthew Baker
 to Cash at the Bay of Islands February 24th 1860, 2.25

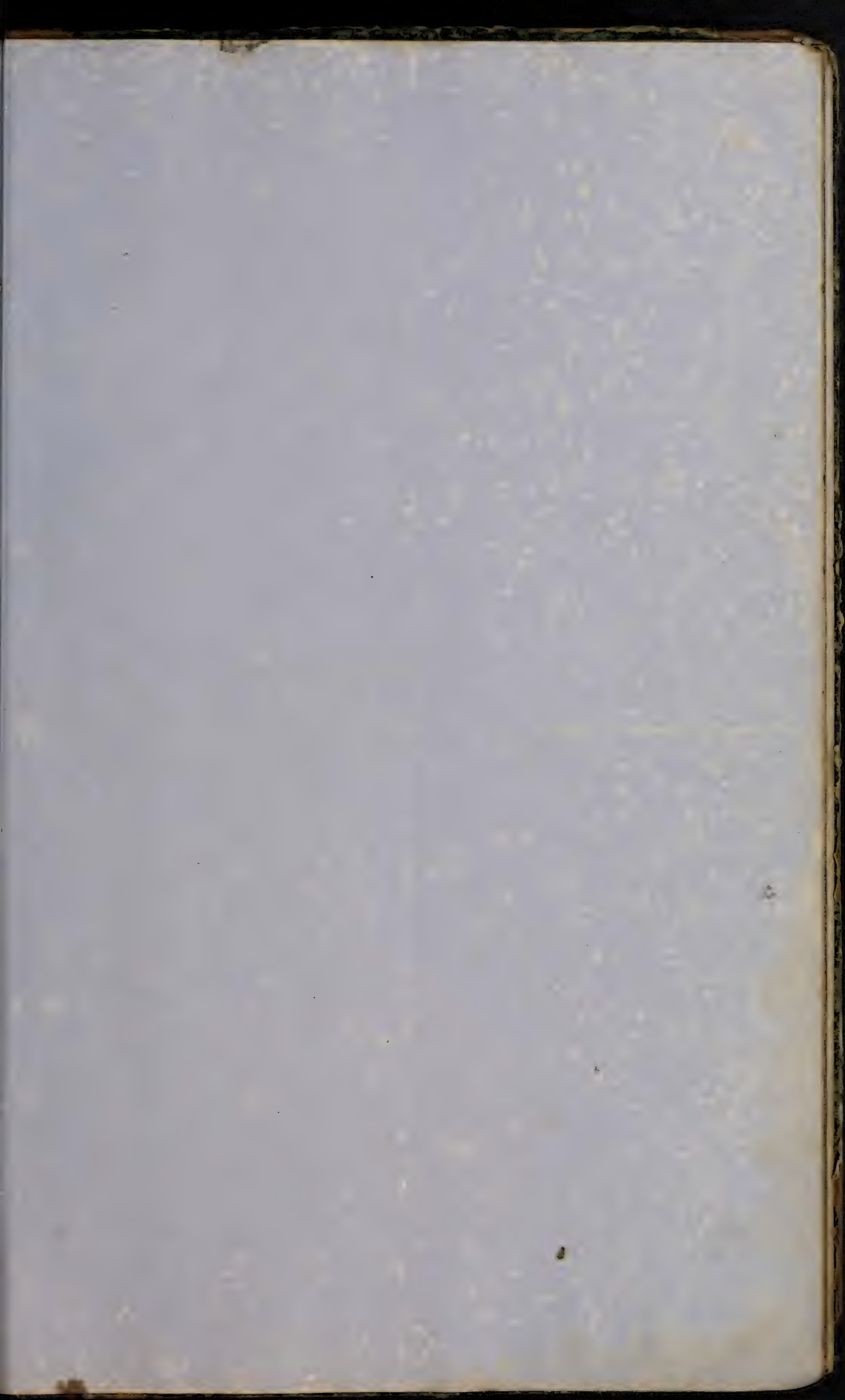












The list of ships at the Bay of Islands and oil ^{quantity}
February 27

Ship Swift of New Bedford 1150 of Sperm
Ship Petrel of New Bedford 1100 of Sperm
E. L. B. Perry of Fairhaven 1000 of Sperm
Sea Gull of New Bedford 950 of Sperm
James Arnold of New Bedford 1500 of Sperm
Strenuous of New Bedford 120 of Sperm
Robbin hook of Mystic - - 600 whale
Cornelius Bouland of New Bedford 250. Sperm 70 whale
Canton Packet of New Bedford 1200 of Sperm

January 22nd 1860, ship Gazett of New Bedford
1200. of Sperm here of her taking a 40 barrel ^{Sperm} whale
about the first of February

April 19th 1860

Lat 26: 14: South, Long 35: 21: West
Spoke the ship New Chen of Boston 49 days from
Master 46 days from London bound to Melbourne
April 20th Lat 25: 14: South Long 34: 32: West
Spoke the Brig Annamariest Rob. Coff 10 days from
Ree bound to Marrells. - - -

April 23rd 1860, Lat 21: 00 South, Long 31: 20: West
Spoke the Bark Liverpool of Dabrowska Capt
Devenport, 35: days St Cathrins, with 100: Sperm
bound to the Western Islands. for men - -

April 26th 1860, Lat 19: 30: South, Long 30: 30: West
Spoke Bark Virginia 17 days from Buenos Ayres
bound to Genoa - - -

Touched at Pernambuco

May 3rd 1860

List of Receipts
 August 3rd 1
 August 12th 1
 August 23rd 1
 September 2nd 1
 September 14th 1
 September 24th 1
 October 22nd 1
 November 4th 1
 November 15th 1
 November 28th 1
 December 8th 1
 December 21 1
 January 2nd 1
 January 7th 1
 January 18th 1
 January 24th 1
 February 3rd 1
 February 13th 1
 February 23rd 1
 March 1st 1
 March 16th 1
 March 27 1
 April 4th 1
 April 19 1
 April 28th 1
 May 8th 1
 May 20 1
 May 31 1
 June 9 1
 June 19 1
 June 29 1
 July 9 1

July 31 1
 August 9 1
 August 19 1
 August 29 1
 September 22 1

List of Payments
 August 5th 1
 August 12th 1
 August 23rd 1
 September 2nd 1
 September 14th 1
 September 24th 1
 October 22nd 1
 November 4th 1
 November 15th 1
 November 28th 1
 December 8th 1
 December 21 1
 January 2nd 1
 January 13th 1
 January 24th 1
 February 3rd 1
 February 13th 1
 February 23rd 1
 March 5th 2
 March 16th 1
 March 27 1
 April 4th 1
 April 19 1
 April 28 1
 May 8th 1
 May 20 1
 May 31 1
 June 9 1
 June 19 1
 June 29 1
 July 9 1
 July 20 2
 July 31 1
 August 9 1
 August 19 1
 August 29 1
 September 22 1

More Westgate Dr to Matthew Baker
at Tahiti August 1st 1859 to Cash 1.00

~~at Wallis Islands May 15th 1859 to Cash 2.00~~
~~at Rottumah June 1st 1859 to Cash 2.00~~
~~at Pitt Islands July 9th 1859 to Cash 2.00~~

July 4th 1859
Sold to the ship Golden State 5 gallons of sperm oil
Sold at Sydney October 24th 1859 102 barrels & 16 gallons
of sperm oil
Sold to the Helios ship 25 gallons of sperm oil
Sold at Sydney October 20th 1859 102 barrels and 16 gallons
of sperm oil. Sold to the Bark Mary Adelaide 5 imperial
of sperm oil

October 3rd 1

October 3rd 1

List of Belp
 September 2nd 3 1/2
 December 18: 3
 May
 D

List of Belp
 October 17 4 1/2
 January 9 4
 February 16 5
 March 16 3 1/2
 April, -- 3rd 5 1/2
 April -- 29th 5 1/2
 May -- 22nd 5 1/2

Rob Dye to Matthew Baker to Cash \$ 1.00
 Bark E Corning Dye to Matthew Baker to Cash 1.00
~~Capt. Roberts Dye to Matthew to Cash for~~
 Hawaiian 9th 1858

Bark E Corning Dye to Matthew Baker

to Cash \$ 16.00
 Byrons Island. July 12th 1859. to Cash 4.50

List of Beef and Pork at Dept. 1850		Beef	Pork
Sept 1 st		1	1
Sept 20 th		1	1
Oct 3 rd		1	1
Oct 17 th		1	1
November 1 st		1	1
November 13 th	November 15 th Pork	1	1
November 24 th		1	1
December 1 st		1	1
December 13 th	December 15 th	1	1
December 25 th	January 2 nd Beef	1	1
January 8 th	January 2 nd - 14 th Pork	1	1
January 22 nd	February 4 th Beef	1	1
February 12 th		1	1
February 25 th Beef	February 25 th Pork	1	1
March 9 th Beef	March 12 th Pork	1	1
March 12 th Beef	March 27 th Beef	1	1
April 1 st Beef	April 8 th Pork	1	1
April 12 th Beef	April 25 th Pork	1	1
April 24 th Beef	May 11 th Pork	1	1
May 9 th Beef	May 28 th Pork	1	1
May 18 th Beef	June 11 th Pork	1	1
May 31 st	June 28 th Pork	1	4
June 14 th Beef	September 9 th Pork	1	4
June 28 th Beef	October 31 st	1	7
July 14 th Beef	November 12 th Pork	1	4
August Beef	January 20 th Beef	1	3
August 21 st Beef	February 23 rd Beef	1	14
September 9 th	April 2 nd Pork	1	4
September 23 rd Beef	June 15 th Pork	4	4
October 1 st	August 13 th Pork	4	4
September 12 th Beef		4	
January 13 th		4	
February 21 st Beef		4	
April 25 th Beef		3 1/2	
June 25 th Beef		3 1/2	
July 25 th Beef		3	
August 22 nd Beef		4	
September 14 th Beef			

Cost of flour Sept 8 th 1855	1
September 25 th	1
September 13 th	1
Broached a cask of flour November	4 1/4
Broached a cask of flour January 23	4
Broached a cask of flour March 21	4 3/4
Broached a cask of flour July 18	4 3/4
Broached a cask of flour October 4 th	4 1/4
Broached a cask of flour November 28	4 1/4
Broached a cask of flour January 21 st 1857	4 1/4
Broached a cask of flour April 10 th 1857	3 3/4
Broached a cask of flour June 15	3 3/4
Broached a cask of flour September 4 th	4
Broached a cask of flour October 17 th	4
Broached a cask of flour November 12 th	3 3/4
Broached a cask of flour January 1 st	4
Broached a cask of flour February 14 th	4
Broached a cask of flour March 21 st	4
Broached a cask of flour April 20 th	3
Broached a cask of flour May 21 st	3 3/4
Broached a cask of flour October 23 rd	4

First of Molasses	
Bought at 25	1
Sold right molasses October	17
Sold right molasses November	15
Sold right molasses December	12
Sold right molasses January	16
Sold right molasses February	18
Sold right molasses March	18
Sold right molasses April	21
Sold right Molasses May	21
Sold right Molasses June	17
Sold right Molasses July	18
Sold right Molasses August	18
Sold right Molasses September	19
Sold right Molasses October	19
Sold right Molasses November	17
Sold right Molasses December	17
Sold right Molasses January	17
Sold right Molasses February	17
Sold right Molasses March	23
Sold right Molasses April	20
Sold right Molasses May	22
Sold right Molasses June	15
Sold right Molasses July	20
Sold right Molasses August	19
Sold right Molasses September	19
Sold right Molasses October	17
Sold right Molasses November	19
Sold right Molasses December	22
Sold right Molasses January	25
Sold right Molasses February	22
Sold right Molasses March	19
Sold right Molasses April	20
Sold right Molasses May	19
Sold right Molasses June	7
Sold right Molasses September	8
Sold right Molasses October	9
Sold right Molasses November	9
Sold right Molasses December	11
Sold right Molasses January	

Death right Molasses February 12th 1859
 Death right Molasses March 11th 1859

November 19 th	Beef . 1
December 1 st	Beef . 1
December 13	Beef . 1
December 23 rd	Beef . 1
January 5 th	Beef . 1
January 17 th	Beef . 1
January 28 th	Beef . 1
February 13 th	Beef . 1
March 5 th	Beef . 1
March 15 th	Beef . 1
March 28 th	Beef - - - 1
April 9 th	Beef - - - 1
April 21 st	Beef - - - 1
April 30 th	Beef - - - 1

Molasses November 22 nd	December 19 th
Molasses	January 22 nd
Molasses February 28 th	
March Molasses 28	
April Molasses 28	

206	211	238	312	236
211	212	116	122	113
212	169	125	117	229
173	211	106	266	113
204	230	92	274	165
162	227	232	124	130
232	237	232	117	119
210	235	209	301	107
212	235	216	300	159
134	212	211	229	128
111	212	228	121	130
118	212	205	227	92
116	212	231	227	148
232	212	236	227	142
212	212	267	227	154
175	212	231	227	206
232	212	236	227	206
228	212	236	227	206
63) 338	212	236	227	206
67	212	236	227	206
63	212	236	227	206
460	212	236	227	206
441	212	236	227	206
19	212	236	227	206

August 12 1859 we have coopered and stoned down four hundred bbls of sperm oil

241	251	226
209	204	249
224	226	237
674	170	230
2	190	224
1575	132	212
100	226	160
63	204	152
25	207	135
122	204	209
	100	2034
	2102	63) 4068
	63) 4204	378
	378	288
	424	1252
	378	36
	46	180
	23	

Amount due 138 Units since leaving Sydney

550
138
688

93

12637
63 416 6
375
255

~~Bob Hill~~ Bob Wilson Bill of Stops and Cash

Spain ~~Run~~

40.00
2.30
5.00
4.00
2.60
0.30
0.70
0.50
0.70
2.00
0.20
0.40
1.20
0.40
1.50

65.80

to be 5 Barrels of Spinnout are 15.7 1/2 Gall

$$\begin{array}{r} 125.60 \\ 48 \\ \hline 126.08 \\ 65.30 \\ \hline 60.70 \end{array}$$

30



